TRANSPORT & INFRASTRUCTURE COMMITTEE

Date:Wednesday, 15 November 2023

Democratic Services

Edwina Adefehinti
Interim Chief Officer Legal and Governance
Monitoring Officer

10:00 AM

2nd floor, Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE29 3TN72

Civic Suite, Pathfinder House, St Mary's Street, Huntingdon PE29 3TN

AGENDA

Open to Public and Press

1 Apologies for Absence and Declarations of Interest

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests.

2 Minutes of the Previous Meeting and Action Log

To approve the minutes of the meeting held on 13 September 2023 and to note the Action Log.

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3	**Public Questions** Arrangements for asking a public question can be viewed here - Public Questions - Cambridgeshire & Peterborough Combined Authority (cambridgeshirepeterborough-ca.gov.uk)	
4	**Combined Authority Forward Plan** To note the Combined Authority Forward Plan	
5	**Director's Highlight Report**	**14 - 20**
6	**Local Transport and Connectivity Plan**	**21 - 782**
7	**Bus Strategy Update (including Bus Network Review)**	**783 - 816**
8	**BP Roundabout Non-Motorised User (NMU) Crossing Study**	**817 - 820**
9	**March Area Transport Study**	**821 - 824**
10	**Wisbech Rail**	**825 - 833**
11	**Budget and Performance Report - Nov 23**	**834 - 839**
12	**Transport & Infrastructure Committee Agenda Plan**	**840 - 846**
13	**Exclusion of the Press and Public** To determine whether the public and press be excluded from the meeting in accordance with Section 100(A)(4) of the Local Government Act 1972 as amended, as the following item of business has an exempt appendix and the discussion may involve t6he disclosure of exempt information as defined in Part 1 of schedule 12A of the Act; information relating to the financial or business affairs of any particular person (including the authority holding that information).	
14	**DEFRA's Air Quality Bid**	**847 - 850**
15	**Date of next meeting:** Wednesday 17 January 2024.	

COVID-19

The legal provision for virtual meetings no longer exists and meetings of the Combined Authority therefore take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Combined Authority, please contact the Committee Clerk who will be able to advise you further.

The Transport & Infrastructure Committee comprises the following members:

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Rebecca Stephens

Dr Andy Williams

Cllr Gavin Elsey

Mayor Dr Nik Johnson

Councillor Peter McDonald

Councillor Chris Seaton

Councillor Neil Shailer

Councillor Alan Sharp

Councillor Sam Wakeford

Clerk Name:	Joanna Morley
Clerk Telephone:	
Clerk Email:	joanna.morley@cambridgeshirepeterborough-ca.gov.uk

CAMBRIDGESHIRE & PETERBOROUGH
COMBINED AUTHORITY

Transport & Infrastructure Committee
Draft Minutes

Wednesday 13 September 2023

Venue:	Civic Suite, Pathfinder House, Huntingdon PE29 3TN	
Time:	10.00 to 12.00	
Present:	Councillor Anna Smith Mayor Dr Nik Johnson Councillor Alan Sharp Councillor Nigel Simons Councillor Alex Beckett Councillor Sam Wakeford Councillor Chris Seaton Councillor Peter McDonald Ms Rebecca Stevens Mr Andy Williams	Chair and Member for Cambridge City Council CPCA Mayor East Cambridgeshire District Council Peterborough City Council Cambridgeshire County Council Huntingdonshire District Council Fenland District Council South Cambridgeshire District Council Business Board Representative Business Board Representative
Apologies	Councillor Neil Shailer	Cambridgeshire County Council

Minutes:

1 Announcements, Apologies for Absence and Declarations of Interest

1.1 The Chair announced that she would be changing the running order of the items on the agenda so that items that required a vote could be heard first as she was conscious that some members might have to leave the meeting early.
[These minutes are therefore laid out in the revised order with the numbers in brackets referring to the original agenda item number as published on the website]

1.2 Apologies were received from Cllr Neil Shailer. Cllr Beckett attended as his substitute

1.3 Cllr Seaton declared an interest as he was a trustee of FACT Community Transport and also Chairman of Hereward Community Rail Partnership. These were deemed non-pecuniary interests and therefore would not affect his voting rights.

2 Draft Minutes and Action Log

2.1 The minutes of the meeting of 12 July 2023 were approved as an accurate record.

2.2 The Action Log was noted.

3	**Public Questions**
3.1	Four public questions had been received and had been circulated to the Committee prior to the meeting. The first two questions from Mr Carpen and Mr Hollingsworth were read out by the Governance Manager and a response given by the Chair. Ms Sue Magill and Ms Sarah Hughes were present at the meeting to address the Committee and asked their questions which the Chair responded to. The questions and their responses can be found on the website here: CMIS > Meetings under additional meeting documents:
4 (6)	**Electric Vehicles**
4.1	Emma White, Transport Programme Manager introduced the report which provided an update on the work on Electric Vehicle (EV) and drawdown of £403,440 of the LEVI Capability Fund.
4.2	The following points were raised in discussion: a) A mayoral power outlined in the Constitution at 3.3.3 stated that the Mayor may '*exercise their power to ask the Secretary of State for Transport to make regulations under Section 11 of the Automated and Electric Vehicle Act 2018 requiring large fuel retailers and service area operators to provide public charging points'*. The Mayor however was unable to pursue this option as there had not been any new secondary legislation to grant this power. Officers were working with the Monitoring Officer, and were in contact with the Secretary of State, to see how progress on this issue could be influenced. b) One of the biggest barriers to Local Authorities being able to progress the EV work was a lack of resources. The Department for Transport (DfT) had therefore provided Capability Funding to allow authorities to skill up in this area. The money being drawn down from this fund would pay for EV officer resource in both Peterborough and Cambridge as well as the CPCA. The money would also cover some consultancy work to map out where EV chargers were currently sited and where they were needed, and who had on and off-street parking. c) Next year officers would bid for £5m of funding from a separate pot of money. Working with the charge point operators, these monies would be used as leverage for private investment in order to make the most of the funding. d) Officers would be progressing a freight strategy which would examine how deliveries were made, both in rural and urban areas, and which would also consider the use of consolidated charging centres. e) The CA would work with constituent councils not only on the development of the Strategy but also the implementation of it, being mindful of the different approaches needed for urban and rural areas. f) The development of the EV Strategy was key to influencing how the EV infrastructure would look in the CPCA area. A consultation exercise would be carried out with all key stakeholders; councillors, members of the public and both the private and public sectors to determine the best way forward in terms of the siting, ongoing maintenance and updating of the equipment. g) The Strategy would be a joined up one to cover all electric vehicles including bikes. RESOLVED (UNANIMOUS): 1. To note progress on the delivery of the Electric Vehicles and Local Vehicle Infrastructure (LEVI) fund. 2. To recommend to the CPCA Board, (subject to confirmation of receipt of funding) to approve the drawdown of £403,440 of the LEVI Capability Fund to be spent in Financial Years 2023/2024 and 2024/2025 3. To recommend to the Combined Authority to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council and Peterborough City Council.

	4. To recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into one or more contracts with a consultant as needed to continue the development of the overarching programme.
5 (8)	**Bus Network Review**
5.1	Neal Byers, Transport Consultant, introduced the report which set out the initial findings of the Bus Network Review and set out recommendations for services to be retained and the further work required to complete the review.
5.2	The following points were raised in discussion: a) Members welcomed the introduction of a review as it would avoid the short-term threats to bus services, and the subsequent alarm to residents that relied on them, as had happened last year. b) Officers would look at introducing a Demand Responsive Transport Service (DRT) for villages such as Wittering, Castor, Aylesford and Wansford which were poorly served by public transport. Residents and ward councillors of these villages had made strong representations to the CPCA and the Chair, and the Mayor, had undertaken site visits to assess the situation. c) The Review provided an opportunity to assess the current access to network hubs and the places that people needed to get to as well as the routes which would drive additional patronage. Members were reminded however that one of the constraints the tendered network faced was that it was not able to compete with commercial services and therefore was left to pick up the gaps in the commercial network. A balance would also have to be found between the provision of a useful service and what was financially viable. d) Officers would provide members with more detail on the Bus Service Improvement Plan (BSIP) funding and BSIP+. The CPCA had been unsuccessful in securing funding for its BSIP when first submitted but the Government had subsequently taken a decision to allocate funding for all authorities who had not received funding in the first round and this was known as BSIP+. e) Separate to the BSIP+ funds there would be an opportunity to apply for further Zero Emission Bus Regional Areas (ZEBRA) funding. f) Additional reviews would need to be undertaken if the CPCA pushed forward with its Bus Reform policies as this would create a completely new landscape. g) The Mayor thanked officers for their commitment and work on this review which had made a clear declaration on the CPCA's planned direction of travel for improvements to the Network. The work had been very challenging and complicated as the current situation was based on decades of underinvestment in the bus network by all parties since deregulation in the eighties. h) The Chair highlighted the concern of residents about the proposed changes to the Stagecoach operated Histon Road Bus Route A service. i) Where existing routes had been reduced, but not withdrawn, the first step would always be to work with contractors to explore options to make it a more attractive and viable rather than for the CPCA to take on the burden of providing the service themselves. j) Offices reassured Members that there would be extensive consultation with councillors and community leaders to get the Review right and their contributions would be greatly valued. Discussion would not only be about the 18 services identified for review but also about how the other 51 services could be improved. In addition, there needed to be a collective effort to market buses as something everyone wanted to travel on. k) Demand Responsive Transport (DRT) service was not the answer for every place but had been shown to be successful in complementing a reliable scheduled service. DRT services allowed for the aggregation of passengers onto shared journeys to get them to places where they could make onward connections, or to places of interest. l) Operators had been very positive in their engagement on the work that was being undertaken and officers thanked them for their co-operation. They had recognised the need to renew and consider changes to the network because ultimately they wanted to see people using their services. <u>RESOLVED:</u> 1. To recommend to the CPCA Board the extension of 51 Bus Service contracts to March 2025.

	2. To recommend 18 services are reviewed and that discussions with relevant local communities take place to help identify options for improvements (noting that 7 services have yet to be assessed). Also to request that further recommendations are brought back to TIC and the CPCA Board on these services alongside any new service or enhanced service proposal. 3. To recommend to the CPCA Board the extension of the Ting contract to March 2024 and for CPCA officers to undertake a review of the Ting service 4. To present options and recommendations for investing BSIP+ funding to TIC and CPCA Board in November 2023. 5. To instruct the Executive Director of Place and Connectivity to report progress against these recommendations back through to the TIC and CPCA Board at appropriate intervals during the municipal year 2023/24. <u>ACTION:</u> 1. Officers to provide members with additional information on BSIP funding and the costings for the extension of the Ting Contract until the end of the year.
6 (9) 6.1 6.2	**Bus Reform** Neal Byers, Transport Consultant, introduced the report which updated the Committee on the approach of the Cambridgeshire and Peterborough Combined Authority (CPCA) to the next stages in Bus Reform within the region under the requirements of the Act. The following points were raised in discussion: a) Members were happy to remain in public session and not to refer to the information contained in the exempt appendix but felt that that there could have been a public document that summarised a lot of the useful information that was contained in the exempt appendix but which was not sensitive. b) The Chair clarified that the Committee were not being asked to make a decision on whether the CPCA moved to a franchised or enhanced partnership system but instead were making a decision on whether to recommend to Board to go to audit so that due diligence was carried out in order to make an informed decision at a later date. c) The context of the discussion was about the introduction of a new system rather than addressing any perceived faults of the operators d) The size of the opportunity, and the costs associated with it, would not be known until due diligence had been carried out but the potential to have a much greater degree of control, working alongside the operators, was to be welcomed. e) The Business community wanted to see a confidence in the audit work undertaken that the introduction of a world class bus network, with all its associated costs, would lead to a reduction in congestion by 15%. It was congestion that hampered productivity as well as affecting quality of life which in turn had an impact on recruitment. f) There was rarely disagreement from residents or members that something needed to be done to improve the public transport system in the area. Undertaking the necessary due diligence work would ultimately allow the Committee to take a very significant step in this improvement process. <u>RESOLVED:</u> That the Transport and Infrastructure Committee:

	1. Receive and consider the Bus Franchising Scheme assessment ("Assessment") as presented in the exempt Appendix A to this report. Note that the Assessment recommends the introduction of a franchising scheme as the proposed scheme, which assumes the medium level of investment as described in the Assessment having compared that to alternative realistic options, subject to review by an independent auditor and statutory consultation pursuant to the Bus Services Act ("Act"). 2. If the CPCA wishes to proceed with the proposed franchising scheme, recommend to the CPCA Board to delegate authority to the Executive Director of Place and Connectivity to commission a review from an independent auditor of the Assessment in accordance with the provisions of the Act. 3. Request that the findings of the auditor's report are brought back to the TIC and CPCA Board. 4. Note that the assessment of Bus Reform options remains subject to further development and refinement. 5. Instruct the Executive Director of Place and Connectivity to report progress against these recommendations back through to the TIC and CPCA Board at appropriate intervals during the municipal year 2023/24.
7 (10)	**Depot for Electric Buses - Peterborough**
7.1	Nick Sweeney, Residential Development Manager, introduced the report which updated members on proposals to utilise funding secured from DLUHC (Department for Levelling Up, Housing and Communities) to provide a depot for electric buses in Peterborough. Jim Newton, Service Director for Infrastructure and Environment at Peterborough City Council (PCC) and Jon Sawyer a Consultant for PCC were also in attendance to answer Members' questions and explain how Peterborough City Council intended to take the project forward.
7.2	The following points were raised in discussion: a) The brief for PCC officers had been to find a suitable and viable site for a replacement bus depot and to that end they had gone through a process to work out what the parameters should be and in particular whether it should be a stand-alone facility or whether it should be combined with other aspirations that the City Council had. The process had been completed and there was now a good understanding of the size of site needed and the broad location of it. Funding was now being requested to undertake more detailed work as it was an iterative process where options were discounted but more detail then needed to be added to make sure that the city ended up with the right site in the right location, at the right time and brought in on budget. b) The proposal was conceptually straightforward but commercially complicated and needed to be given careful thought especially if undertaken in the context of a bus franchise sector. Any commercial structure therefore needed to be flexible for all parties. c) The user experience of electric buses from residents of Cambridge was very positive. d) There would be positive implications for public health if the project went ahead as there would be huge improvements in air quality. e) The Chair highlighted para 9.2 of the report which stressed that the success of the bus depot project was inextricably linked with the approval of the Local Transport and Connectivity Plan (LTCP). f) The member for Peterborough reassured members that PCC was fully committed to the project. g) There was consensus from members to note and accept the amended recommendations as follows: <u>RESOLVED</u> (UNANIMOUS) 1. To note arrangements to progress delivery of a depot facility to accommodate electric buses in Peterborough.

	2. ~~To authorise the Executive Director of Place and Connectivity to commit funding of up to £200k~~ To recommend to the Combined Authority Board to approve the drawdown of £200,000 from the 'subject to approval' budget to the 'approved budget' *t*o meet expenses yet to be incurred by Peterborough City Council (PCC) to commission further feasibility work, investigate governance and funding models, establish site infrastructure requirements, and formulate a site specification. ADDITIONAL RECOMMENDATION: 3. To recommend to the Combined Authority Board to delegate authority to the Executive Director of Place and Connectivity in consultation with the Chief Finance Officer and Monitoring Officer, to enter into a grant funding agreement with PCC for the feasibility study.
8 (12)	**ITSO approved Contracts for English National Concessionary Travel Scheme (ENCTS)** Tim Bellamy, Interim Head of Transport, introduced the report which evaluated whether the ENCTS service could be brought in-house and whether the scheme could be extended to other groups outside of the ENCTS criteria set by DfT. The following points were raised in discussion: a) Although it was noted last time that it was unlikely to be brought in-house because of the level of expertise needed, members were grateful that due diligence had been carried out as consideration of the issue had provided assurance that the best service was being provided for residents. RESOLVED (UNANIMOUS) 1. To note the evaluation in the appendix to this report and recommend to the CPCA Board that the HOPS (Host Operator Processing System) and Smartcard Services continue to be outsourced; and 2. To recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport, or any subsequent permanent postholder, in consultation with the Chief Finance Officer and Monitoring Officer, to: a) approve the procurement of replacement HOPS and Smartcard services through an Integrated Transport Smartcard Organisation (ITSO) approved framework for a period of 5 years to commence on 1 April 2024; b) award a contract or contracts for HOPS and Smartcard Services following the procurement via a framework; and c) enter into and execute the contract or contracts for HOPS and Smartcard Services. 3. To note that officers will continue to investigate ticketing schemes for non-ENCTS residents as a separate project in 2024/25
9 (7)	**Connecting Cambridgeshire Digital Connectivity Progress Update** Ceren Clulow, Programme Director – Connecting Cambridgeshire introduced the report which gave a summary of progress on the delivery of the Cambridgeshire and Peterborough Digital Connectivity Strategy for 2022-23 and set out future priorities for digital connectivity in the area. The following points were raised in discussion: a) The ability to work on trains and busses with excellent wifi coverage would support the argument for using sustainable transport and not the car. b) In collaboration with the Oxford and Cambridgeshire Arc area a bid for 5G had recently been submitted to Government which included a case for a pilot project covering East-West Rail.

	c) Members cited the lack of notice from contractors when they started work digging up the roads and the problems that this caused for residents. Officers would work more proactively and share information with communities and the contractors to try and overcome this issue. d) The first target was to get everywhere covered and the second target was to get everywhere covered with choice. e) Connecting Cambridgeshire provided the infrastructure and innovation but its role was also to support the take up of digital so that investment from the commercial operators came back to the region. Digital adoption was therefore Connecting Cambridgeshire's next target. f) Officers were working on finding the best single data management platform for all of their 'Internet of Things' (IoT) projects and then would look to see how this could be shared and interpreted centrally. At the moment all the data was collected by the sensor providers in separate locations. g) The single biggest impact on congestion and the reduction of CO2 would be getting everyone online. <u>RESOLVED:</u> 1. To note the content of the report and Appendix A.
10 (11)	**Budget and Performance Report**
10.1	Tim Greenwood, Finance Manager, introduced the repot which provided an update of the financial position for 2023/24 and an analysis against the 2023/24 budget up to the period ending July 2023. It also provided the Committee with an opportunity to review the multi-year budgets within their remit and provide a steer to be considered as part of the development of the 2024-25 Medium Term Financial Plan. The following points were raised in discussion: a) September marked the start of the financial planning and budgeting to develop a re-costed Medium-Term Financial Plan (MTFP). Officers were working with Leaders and Members to shape the development of the budget and asked for a steer on any opportunities, investments or savings before reporting back to the Committee with an updated MTFP in November. b) Due to time constraints, Members were asked to contact the Finance team directly with any questions or suggestions that they might have. c) Government were consulting on the use of concessionary fares to change the legislation to allow their use before 9.30am. This proposed change could impact the budget going forward. <u>RESOLVED:</u> That the Transport and Infrastructure Committee: 1. Note the financial position of the Transport Division for the financial year 23/24 to July 2023. 2. Review and comment on the current Transport budgets within the Combined Authority's Medium-Term Financial Plan and Capital Programme
11 (5)	**Place & Connectivity Monthly Highlight Report –August 2023**
11.1	Steve Cox, Executive Director – Place and Connectivity, introduced the report which provided the Committee with a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which were not covered in other reports to this meeting. It also provided information on some key developments, risks and opportunities that had emerged.
11.2	The following points were raised in discussion:

	a) The Director flagged to Members a recent meeting with the Traffic Commissioner (who was responsible for the regulation of local bus services) in which he highlighted the CPCA's Bus Network Review so that they were fully aware of the possible changes coming forward that may need to be signed off on. RESOLVED 1. That the Transport and Infrastructure Committee note the report.
12 (4)	**Combined Authority Forward Plan** RESOLVED 1. That the Combined Authority Forward Plan be noted.
13	**Transport & Infrastructure Committee Agenda Plan** RESOLVED: 1. That the Transport & Infrastructure Committee Agenda Plan be noted.
14 14.1	**Date of Next Meeting** The date of the next meeting was confirmed as Wednesday 15 November 2023.

Meeting Ended: 12.38pm

Transport & Infrastructure Committee Action Log

The action log records actions recorded in the minutes of Transport & Infrastructure Committee meetings and provides an update on officer response.

Minutes of the meeting on 13 September 2023					
Item	**Report Title**	**Lead Officer**	**Action**	**Response**	**Status**
5. (8)	Bus Network Review	Neal Byers	Officers to provide members with additional information on BSIP funding and the costings for the extension of the Ting Contract until the end of the year. .		Open

Minutes of the meeting on 12 July 2023					
Item	**Report Title**	**Lead Officer**	**Action**	**Response**	**Status**
4.	Place & Connectivity Directorate Monthly Highlight Report – June 2023	Steve Cox	The Active Travel Lead Officer to engage with Members over the next three months to understand the key concerns around rural connectivity and for these to then be fed back to Active Travel England.	The Head of Transport and the Active Travel Lead will be engaging with Leaders and Members during the autumn period to understand their concerns around rural connectivity. Some of this information has been gained from meetings with Leaders over the course of the past 2 months alongside the session held with ATE.	On-going

Minutes of the meeting on 14 June 2023					
Item	**Report Title**	**Lead Officer**	**Action**	**Response**	**Status**
5.	Place & Connectivity Directorate Monthly Highlight Report – May 2023	Steve Cox	Officers to circulate to the Committee a simple comparison of indicators showing Soham Station Usage; looking at what the bid had indicated, what the tickets entered were, what the ORR reported, and what the differences between these were.	Simple graph showing the comparison between the two datasets will be circulated on receipt of the next update (6 months point). This should be available for future TIC meeting, depending on the release of the data.	Open
5.	Place & Connectivity Directorate Monthly Highlight Report – May 202	Steve Cox	The Interim Head of Transport to report back to the Committee on the timeframe for a report into the options for the Wisbech to March Rail Scheme.	Specific item on Wisbech to March Rail Scheme to be presented at the November TIC meeting to align with the project timelines and engagement with Network Rail	Closed

5.	Place & Connectivity Directorate Monthly Highlight Report – May 2023	Steve Cox	Officers to ask Stagecoach to investigate design strategies that would allow for two wheelchair spaces with alternative space offered for storage of prams and push-chairs.	Officers liaising with Stagecoach at a technical level to consider what can practically be done to assist. Officers will report back to the TIC in due course.	In progress
6.	E-Scooter Update	Anna Graham	A paper on e-bikes as part of a fully integrated active travel system and how they would link in with buses and trains to be presented to the Committee at a future meeting.	Specific item on integrated usage to be presented at future TIC meeting following the acceptance of the LTCP.	Open

Transport & Infrastructure Committee

15 November 2023

Agenda Item **5**

Title:	Director's Highlight Report: November 2023
Report of:	Steve Cox, Interim Executive Director – Place & Connectivity
Lead Member:	Deputy Mayor, Cllr Anna Smith
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:	
A	Note the content of this report.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
X	Achieving good growth
X	Increased connectivity
X	Enabling resilient communities

1. Purpose

1.1 This report provides a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which are not covered in other reports to this meeting. It also provides information on some key developments, risks and opportunities that have emerged.

2. Recent and Forthcoming Events

2.1 **EEH Conference**

England's Economic Heartland held its annual conference at the Guildhall, Cambridge on 1 November 2023 and with more than 200 delegates, it was their biggest event yet. The Mayor spoke on the importance of regional and national connectivity and Tim Bellamy, our Assistant Director for Transport gave an update to delegates on the development of the Peterborough Station Quarter. The link to the presentation can be found here: PowerPoint Presentation (eeh-prod-media.s3.amazonaws.com)

2.2	**Road Safety: Vision Zero Summit Meeting** The Cambridgeshire and Peterborough Vision Zero Partnership held a one-day summit meeting on 3 November 2023 to undertake a strategic review of the partnership. This review allowed for the partnership to review the current strategy and decide which way to turn at the crossroads ahead of us. The decisions considered on the day will help shape the work programme for the Partnership and associated partners going forward, some of which may be funded through the Combined Authority. An update for TiC will be provided in due course.
2.3	**Smart Transport Conference** Tim Bellamy, our Assistant Director for Transport is facilitating a session on developing an effective network to service rural areas at the UK's largest two-day conference for senior private and public sector transport leaders and policymakers. The aim of the conference on 21-22 November is to allow the sectors to work together to transform the UK's transport network and achieve net zero.

3. Combined Authority scheme updates

3.1	**A141 update** The A141 and St Ives Improvements Study is considering upgrades to the transport network along the A141 corridor and around Huntingdon and St Ives to improve the way people move both locally and around the region. Through this improvement scheme, we aim to support long-distance travel, while also providing an opportunity to change more local trips to sustainable ways of travel. As well as alleviating current challenges to travel, it will allow new housing and jobs to be delivered sustainably. The Strategic Outline Business Case (SOBC) for the A141 and St Ives Improvements Study shortlisted a range of options that were focussed on the development of a new bypass to the north of Huntingdon and St Ives. Since the initial SOBC was completed in 2021, there have been some key policy updates with greater focus on Active Travel, Net Zero and climate change. Prior to moving into the Outline Business Case (OBC) stage we have carried out a review of the SOBC in light of these recent policy changes. This has involved revisiting the development and assessment of options by ensuring recent changes in standards/ guidelines and travel patterns are considered, which has meant modifying the timeline so that tasks that were planned for later stages are brought forward - specifically in relation to Transport Modelling. To ensure the analysis is as robust and evidence based as possible, we have been revisiting the assumptions and main findings of the previous work, as well as the outcomes of the public engagement and consultation surveys, to establish a preferred option to take forward and progress to public consultation. The study has so far completed, through detailed investigation, the selection of two new options namely, Strategic Public Transport and Hybrid Public Transport/ Road Option. These are currently being assessed in detail in accordance with DfT guidelines utilising the Cambridge Strategic Regional Model, which involves consideration of the user benefits that could be achieved as well as the potential carbon impacts and estimates of scheme costs. At the end of this stage of work, we will have assessed a total of five options in a consistent and robust manner and we will be in a position to determine which options should be discounted and which should be taken forward to the OBC stage for further assessment. This is currently scheduled to be completed by December 2023 While this work continues, we are also developing the OBC, which is the next stage required in the planning process for a project of this size and significance.

3.2	**A10 update** The project's aim is to complete the preparation of an Outline Business Case (OBC) to Green Book, Cambridgeshire and Peterborough Combined Authority (CPCA), and Cambridgeshire County Council (CCC) assurance requirements. This entails, as an initial OBC task, the review, and validation when necessary, of the Strategic Outline Business Case (SOBC) completed in July 2020 to meet the requirements of grant funding from the Department for Transport (DfT) by ensuring recent changes in standards/ guidelines and data are considered. The project deliverables will include a preferred route or package of proposals accompanied by robust costs and a preliminary design with full supporting business case. The first stage of the SOBC Refresh is now complete and CCC have confirmed that WSP will continue as their main consultants to deliver the next OBC stage. Stakeholder engagement is continuing to ramp up and in October meetings have been held with Lucy Frazer MP as well as East Cambs and Cambridgeshire representatives. The purpose of these meetings was to update on progress and next steps. Following on from WSP and CCC Subject Matter Experts and WSP agreeing on a Transport Modelling approach, a meeting will take place with DfT shortly. Work is progressing on option development, particularly around areas such as modelling sensitivity testing, concept design, preparation of stakeholder materials and initial phasing strategy to commence. This is taking place concurrently with work on the structure of an OAR Addendum to capture the final stage of optioneering, which is being developed by the Business Case team. This will include a full stakeholder engagement plan to include two public consultations in 2024. The first is scheduled early in 2024 on the refined short list of options to be followed by another on the preferred option based on the responses/ outcome from the first consultation. A finalised programme will be agreed upon the work above being completed.
3.3	**Active Travel Update** Active Travel England has asked the Combined Authority to undertake a capability ratings exercise. As members may recall, a similar exercise was run with local authorities and the outcomes published in March 2023. The Combined Authority, working with the Highway Authorities, achieved a level 2 (maximum rating is 4). The rating informs Active Travel England's future funding decisions, allowing them to target funding and support in line with its active travel objectives. Member's commitment to active travel will play a critical part in establishing our rating, and we would like to thank you for your continued support. The deadline for completion of the self-assessment is the 22 December with the scores published in spring of 2024. Active Travel England have also informed the Combined Authority that additional capital and revenue funding will be available, Members will be updated once the information is available. The Active Travel Scrutiny Group, now known as the Active Travel Specialist Advisory Board (AT SAB), had their first meeting in October. The board is made up of key stakeholders in the region, including representatives from the constituent councils, campaign groups, Public Health and Greater Cambridge Partnership. Their aim is to enable active travel to have a positive impact on the region and assist the Combined Authority in reaching our active travel objectives. One of the Board's first tasks is to recruit an Active Travel Ambassador/Commissioner to promote active travel locally and nationally.

	A grant opportunity has been identified from EIT Climate-KIC. The Sustainable Cities Mobility Challenge fund is for European cities who identify bold and impactful projects which seek to decarbonise transport, improve local air quality and accelerate the take-up of active, shared, collective and/or electric mobility. A project is currently being developed and due to the tight deadline, which is 24 November, Members will be updated on the details at the next Committee meeting. Cycle September 2023 saw over 1000 people riding with a total of 165,000 miles travelled including nearly 33,000 commuter miles in Cambridgeshire and Peterborough. Cycle September is a global workplace challenge encouraging people to ride their bikes more often and for transport purposes. Cycle September 2023 was a great success in gaining over 500 new users to the platform and had one of the highest participation rates in the UK. Love to Ride, funded by the Combined Authority, have built relationships with District Councils before and during the campaign, building on these partnerships with future campaigns – Winter Wheelers is next – highlighting the importance of being seen and safe cycling during the winter months.
3.5	**Railway ticket office closures** Following around 750,000 responses to the consultation on plans to close rail ticket offices nationwide, the transport secretary Mark Harper has asked train operators to drop their proposals which had been vigorously opposed by Cambridgeshire & Peterborough Combined Authority along with many other groups. The Combined Authority had voiced 'deep concerns' about the proposals in the consultation response – focusing on the impact to station users, especially vulnerable travellers.

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4. Monthly Transport Statistics

	Jan 23	Feb 23	Mar 23	Apr 23	May 23	June 23	July 23	August 23	Sept 23	YTD
Passenger numbers on subsidised routes (last updated 13/10/2023)	90,593	97,960	112,011	*NB passenger numbers provided by 4-week period by all but two operators.* *Period 1 (2nd – 29th April) = **143,627** (updated 13/10/23)* *April ridership separately recorded = **25,628** (updated to include an additional operator.)* *NB. Period 1 total is missing data from 2*	*Period 2 (30th April to 27th May) passenger numbers = **152,646** (updated 13/10/23)* *May ridership separately recorded = **27,439** (updated to include an additional operator)* *NB. Period 2 total is missing data from*	*Period 3 (28th May to 24th June) passenger numbers = **150,519*** *(Total is missing data from 2 operators)* *June ridership separately recorded = **31,677** (updated to include an additional operator)*	*Period 4 (25th June to 22nd July) passenger numbers =**164,148*** *(NB. Amended from 163,408)* *(Total is missing data from 2 small operators)* *July ridership separately recorded = **31,738***	*Period 5 (23rd July to 19th August) passenger numbers = **148,479*** *(Total is missing data from 2 small operators.)* *August ridership separately recorded not fully available yet.*	*Period 6 (20th August to 16th September) passenger numbers = **138,222*** *(Total is missing data from 3 small operators.)*	*Periods 1 to 6 (with missing data) total = **897,641*** *April to July ridership separately recorded = **116,482***

					small operators.	*2 small operators*					
Real time passenger information	Total signs	439	439	439	439	439	*439*	*453*	*453*	*453*	
	Faults reported and fixed	11	5	8	3	6	*2*	*11*	*5*	*2*	
Taxi cards – customers, booklets issued in 2023/24 to date											47
Bus passes issued		1,706	2,041	2,407	1,873	2,010	1,862	1,916	2,110	1,684	
Love to ride miles											639,267m
Rides on escooters		75.5k	85.2k	89.8k	85.6k	97.8k	111.5k	101.8k			647.2k

Bus Pass call centre update:

- Performance for bus passes calls answered for September was above the SLA of 85% finishing the month at 90.50% 9SLA
- Calls have started to decrease now that the Peterborough integration is becoming embedded, down from 869 in June to 759.
- The average wait time for calls is 2.28 minute and the average call time 6.25 minutes
- Non-phone contacts were 3,249, a decrease from 3,721 in June again as a result of the integration embedding and targeted communications.
-

Community Transport Support of Volunteer Car Schemes:

- Support to Community Transport Volunteer Car Schemes though verification of driver Data Barring Service checks for new and renewing drivers and issue of ID cards. 107 checks have been carried out since 1st April 2023.

5. Implications	
Financial Implications	
6.1	None
Legal Implications	
7.1	None
Public Health Implications	
8.1	None
Environmental & Climate Change Implications	
9.1	Neutral
Other Significant Implications	
10.1	None
Background Papers	
11.1	None

Transport & Infrastructure Committee

15 November 2023

Agenda Item **6**

Title:	Local Transport and Connectivity Plan
Report of:	Tim Bellamy, Acting Assistant Director for Transport
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	Yes
Voting Arrangements:	Recommendation A: requires no vote Recommendation B: a vote by consensus otherwise a vote in favour by at least two thirds of all members (or their substitute members) to include the members appointed by Cambridgeshire County Council and Peterborough City Council.

Recommendations:	
A	Note the contents of the revised Local Transport and Connectivity Plan.
B	The Transport and Infrastructure Committee is invited to recommend to the Combined Authority Board to approve the Local Transport and Connectivity Plan.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
X	Achieving ambitious skills and employment opportunities • Bringing together people, employers, providers, and place leaders to guide and drive an integrated approach to skills and employment in our region. • Attracting more businesses to grow or relocate to Cambridgeshire and Peterborough. • Improved community connection.
X	Achieving good growth • Allows more flexibility to decide and develop long-term strategies that integrate our local transport and highway connectivity priorities.
X	Increased connectivity • Digital and physical connection to communities, professional networks, health services, leisure, nature and to places of employment and education. Reducing the need for travel with more services located within communities. • Deliverables: - Reduced rural isolation - Improved Highway connectivity - Sustainable and reliable public transport. Outcomes - (1) Increasing share of public transport usage and sustainable travel as a proportion of all travel (2) Reduction in numbers of people killed or seriously injured on region's roads (3) Reduced congestion on major roads (4) Measurable improvements in connectivity for 'left behind' areas.

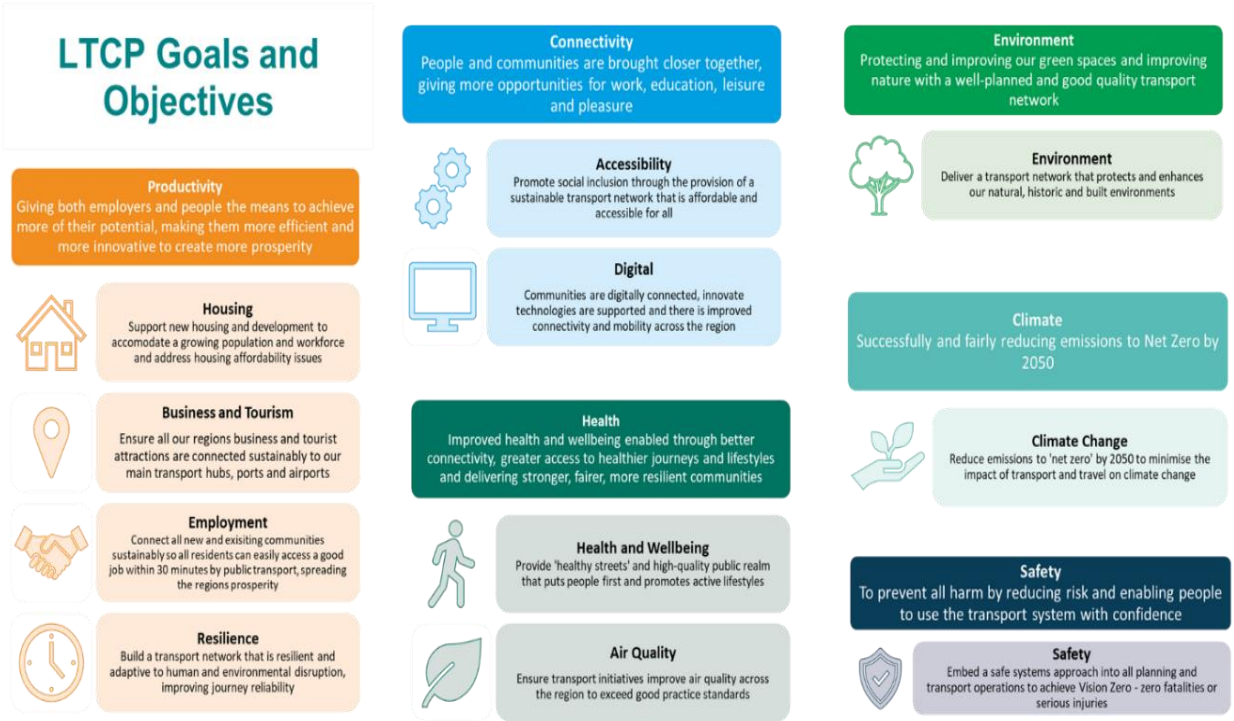
X	Enabling resilient communities • Providing the infrastructure and support to enable communities across the region to be adaptable to environmental and climate, financial and social crises and be well placed to extend cultural opportunities for Cambridgeshire and Peterborough to be a great place to live and work. • Have the infrastructure – power and water especially - needed to achieve sustainable growth - Reduced accidents on region's roads. • Deliverables: Environmental and Climate actions - Infrastructure – sufficiency, preservation, and safety. Outcomes - (1) Reduction in CO2 emissions for Cambridgeshire and Peterborough (2) Increase in biodiversity with improvements in both common and red-list species.

1. Purpose

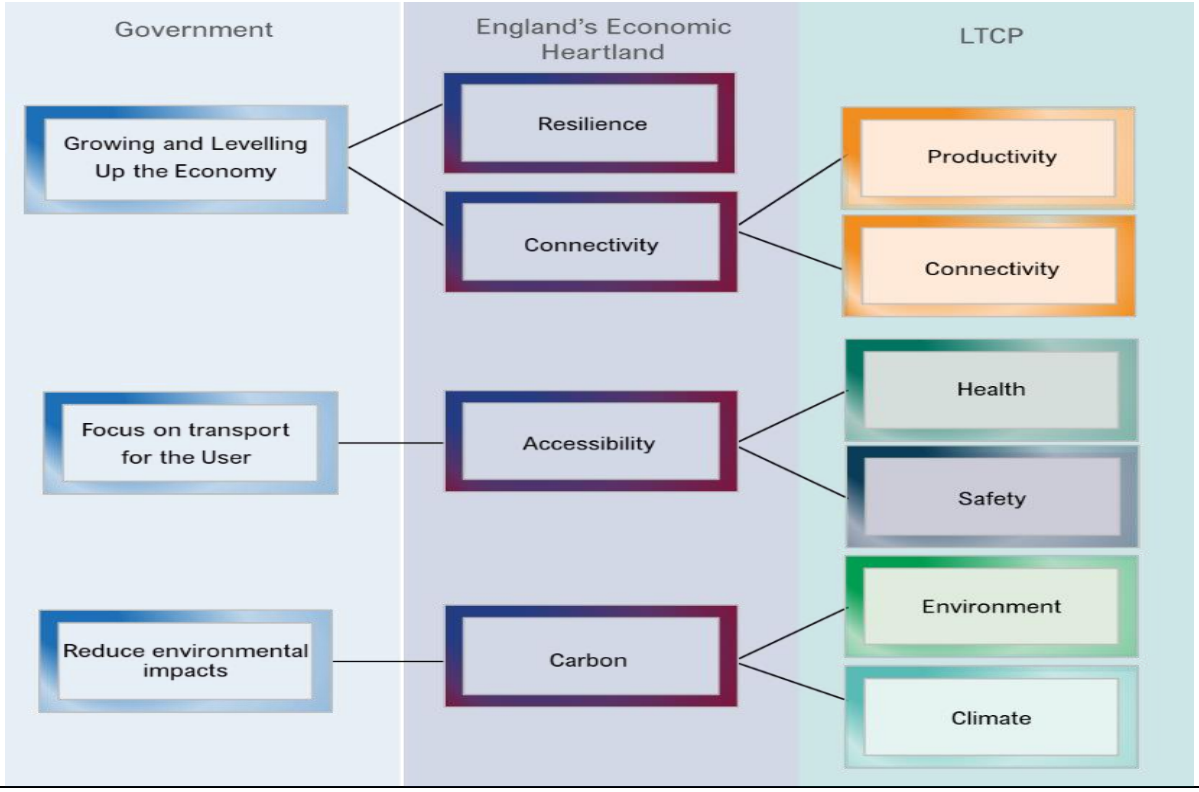
1.1	This paper provides an update on the Local Transport and Connectivity Plan (LTCP) inviting the Transport and Infrastructure Committee to recommend that the Combined Authority Board approve the final version of the Plan. The Plan will be submitted to central government on the agreement and approval of the Combined Authority Board.

2. Proposal

2.1	The proposal is the approval of the Local Transport and Connectivity Plan (LTCP). The draft LTCP describes how transport and digital interventions can be used to address current and future challenges and opportunities for the region. It will set out the revised policies and strategies needed to secure growth and ensure that planned developments can take place in the county in a sustainable way.
2.2	*The LTCP will deliver against the strategic objective due to the document having the following goals and objectives:*



There is also a clear link between National, Regional and the Local Objectives.



3. Background

3.1 The future of local transport planning for the Cambridgeshire and Peterborough area has and continues to undergo rapid change. Since the publication of the Local Transport Plan (LTP) in early 2020 there have been significant changes that have directly and indirectly impacted on the current transport network and the appropriateness of the overarching strategy.

The LTCP provides the Combined Authority, constituent Councils and partners with a breadth of options – a menu of measures that can be implemented in line with the Plan's vision, overarching aims and objectives. These options as they relate to the highway, will be subject to the agreement of the Highways Authority for Peterborough, and the Highways Authority for Cambridgeshire. In the case of Cambridgeshire, the Highways Authority will also consult with the relevant District Council. In addition, it should also be noted that some component parts of the Plan are not wholly subscribed to by all the constituent Councils within Cambridgeshire and Peterborough.

3.2 The purpose of a LTP is to:

- Outline the current baseline regarding transport, accessibility, and pollution;
- Set out challenging, but achievable, objectives; and
- Set out the timeline for achieving these objectives.

The document has been updated and finalised to consider feedback and changes suggested by key organisations. These changes were based on:

- The consultation results and the "You said, We did" summary previously presented at 18th January Transport and Infrastructure Committee;
- Thorough detailed engagement with constituent Councils' members and officers including reviews of the overall LTCP strategy, local sections, case studies and pictures;
- Further engagement with neighbouring Strategic Transport Authorities, and other interest groups;
- A review by high-quality and renowned peer Strategic Transport Authorities;
- Engagement with and feedback from DfT and sub-national transport bodies;

	• Addressing the emerging intelligence and understanding of likely implications of the LTP guidance including:
	  - An underlying "Vision led approach";
	  - Increase focus on integration including spatial planning;
	  - Need for Electric Vehicle Charging Strategy;
	  - Embedding decarbonisation considerations into the planning process – Quantifiable Carbon Reduction (QCR) including the examination of a range of transport planning tools and initiatives; and
	  - Alignment between the LT(C)P and Local Plans.
	  - Carbon Assessment – LTCP based on Improve, Shift and Avoid
	• Feedback received from the Transport and Infrastructure Committee and Combined Authority Board in March 2024, as well as subsequent meetings with the Business Board, Transport and Infrastructure members and Leaders.

3.3	<u>Programme</u> With central government yet to publish its Local Transport Plan guidance, originally due in September 2022, there remains a risk to the LTCP. The LTCP programme has maintained momentum and progressed to a final version. Other Local Authorities, such as Transport for West Midlands and Oxfordshire CC, have also published their LTPs whilst awaiting the guidance. DfT have stated to progress with the publication of the LTP, mindful that the Combined Authority will need to undertake a review when the final guidance is made available. Following receipt of the final LTP guidance, an assessment of the LTCP against the requirements will have to be made. This will include a mapping exercise that will compare our LTCP with the final guidance (including a gap analysis and links to further work if required). If a slightly revised iteration is required, this will be subject to scrutiny and review by the Transport and Infrastructure Committee ahead of its approval by the Combined Authority Board. Central government have outlined that if certain schemes, initiatives, and transport planning tools have not been taken into consideration during the development of the Plan then there is potential that future funding opportunities may be limited. It is therefore imperative that this mapping is undertaken alongside an outline of the key schemes and initiatives within the documentation suite. Following this if needed the LTCP will be reviewed. Throughout the update process we will keep the Transport and Infrastructure Committee and Combined Authority Board regularly updated including timelines and any potential budgetary requirements. During the course of the 23/24 financial year the Combined Authority with constituent Councils and partners, will be working on the development and approval of an appropriate Implementation Plan in line with government guidance and our internal Strategic Appraisal Framework (SAF). The outputs from the work on the SAF will be aligned to the LTCP objectives and allow for a prioritised programme of schemes. An output from this process will be a pipeline of schemes that can then be used to seek funding from specific opportunities. This approach aligns to the approach undertaken by a number of Strategic Transport Authorities that have published their LTPs over the course of the last 6 months.
3.4	<u>Changes since the CA Board in September 2023</u> The LTCP was previously submitted to the Combined Authority Board in September 2023. Since these papers were previously submitted to the CA Board, a number of minor amendments have been made to the text within the main strategic document (the updated Strategic Document can be found in Appendix 1). In the main this is due to central government having published "*The Plan for Drivers*" document and further development of our Single Assurance Framework (SAF). To reflect these changes, the Plan has been updated and the amendments are outlined below: • Page 6 – reference to *The Plan for Drivers* document within the general policy areas that have been considered during the development of the Plan;

- Page 7 – reference to *The Plan for Drivers* document within the national policy context bullet point now reads "*Plan for Drivers (2023): Sets out the government's approach in ensuring the needs of drivers are considered*";
- Page 20 – final sentence now reads "*Alongside more walking, cycling, public and shared transport use, reducing the need to travel and distances travelled plays an important role in providing alternatives to private vehicle use and improving choice and opportunities for all*";
- Page 21 – first two sentences now read "*Through the effective planning of services so that they are within easy and accessible walking distance for our residents and users. We will support and empower Local Authorities and communities who wish to consider and develop 20-minute neighbourhoods where appropriate and supported by local partners, including the Local Authority*";
- Page 23 – having taken out the direct reference to 20-minute neighbourhoods, the final paragraph in the first column now reads "*A range of tools exist that can reduce vehicle speeds, road space reallocation, and modal filters*";
- Page 23 – the first sentence of second column now reads "*We will support and empower Local Authorities and partners who wish to consider and develop appropriate 20-minute neighbourhoods across the region*";
- Page 27 – to take into account the narrative within *The Plan for Drivers*, the eighth bullet point now reads "*Faster and more punctual journeys by bus, delivered with more, effective bus priority measures to ensure that these help rather than hindering traffic movement*";
- Page 36 – the second paragraph now reads "*We will investigate demand management measures, where appropriate, in order to shift private car use, empowering Local Authorities to engage with key stakeholders during the development of any schemes. It is recognised that fiscal measures could be used to help manage demand and/or generate revenue that can be used to support other sustainable transport measures. Where there is local support, we will assist our Local Authorities in the exploration and appropriate implementation of these as a mechanism to create space and raise revenue which in turn will improve the reliability, speed, and frequency of public transport, as well as funding cheaper tickets*";
- Page 42 – to take into account the narrative within The Plan for Drivers, the fourth paragraph of the second column now reads "*Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the A1(M) and A14 to our local roads and town centres. It is important to balance the requirements of communities and stakeholders in decisions that affect residents' ability to access employment, social and educational facilities. This aligns with the government's aspiration to consult on extending fines for overrunning street works at weekends and increasing Fixed Penalty Notices*";
- Page 50 – the fourth bullet point now reads "*Engagement and communication through our formal governance framework*" to reflect the Combined Authority's strong position on governance;
- The continued developments to the SAF are now reflected within the Assessment, Funding, and Implementation section of the Plan;
- Within the Peterborough local section of the LTCP the following paragraph has been included "*It is recognised that Peterborough City Council are the Highways Authority for Peterborough and as such, measures documented within the overarching LTCP including schemes such as travel demand management measures, or 20-minute neighbourhoods, can only be implemented by them. It is also recognised that Peterborough City Council have the power of 'veto' on the implementation of any transport related scheme within Peterborough*"; and
- In the Greater Cambridge local section of the Plan a number of amendments/deletions have been made to ensure the document reflects the emerging position following decision in relation to Making Connections, including:
    - Page 11 of the localised section now reads: "*The Making Connections consultation explored these issues through its proposals which were consulted upon in 2021 and 2022, seeking feedback on proposed bus improvements as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through 'Choices for Better Journeys' and the Greater Cambridge Citizens' Assembly*".
    - Page 11 has been revised to state "*Shaped by the feedback from both consultations, the GCP Board considered proposals for a package of bus and active travel improvements, funded by a Sustainable Travel Zone within which drivers would pay a charge. The Board agreed not to take forward those proposals in September 2023 because of a lack of political consensus at that time*".
    - Page 14 of the Greater Cambridge local section states "*The GCP's City Access programme targets a variety of interventions that prioritise and support the uptake of sustainable travel modes in Greater Cambridge in order to reduce congestion, improve environmental*

	outcomes and support inclusive growth. It aims to deliver a cohesive, people-focused sustainable transport system in Greater Cambridge by freeing up road space and considering ways of raising revenue to support sustainable travel modes. The programme includes a variety of interventions including a revised road network hierarchy, an Integrated Parking Strategy for Greater Cambridge and a freight and deliveries consolidation pilot. It also has a rolling programme of 'quick wins' to improve opportunities for sustainable travel across the city and is commencing work on behavioural interventions that can help to increase travel by sustainable modes. Under City Access, proposals were put forward to improve bus services into and around Greater Cambridge enabled by a sustainable travel zone. In September 2023, the GCP Executive Board agreed that whilst the proposals as revised following consultation met the objectives of the City Deal programme and responded well to the consultation findings there was not political consensus to progress with developing the business case for the Making Connections proposals any further at this stage. The City Access programme will continue to consider how best to achieve its objectives following this decision."

4. Appendices

4.1	A. CPCA Local Transport and Connectivity Plan Strategic Document (clean version) B. CPCA Local Transport and Connectivity Plan Revised Strategic Document (with track changes) C. East Cambridgeshire Local Section D. Fenland Local Section E. Revised Greater Cambridge Local Section (track change) F. Huntingdonshire Local Section G. Revised Peterborough Local Section (track change) H. Local Transport and Connectivity Plan Glossary I. Local Transport and Connectivity Plan Evidence Base J. LTCP Monitoring and Evaluation Report K. Quantified Carbon Assessment – Technical Note L. Quantified Carbon Assessment – Briefing Note, March '22 M. Quantified Carbon Assessment – Briefing Note, November '22 N. Quantified Carbon Assessment – Briefing Note, February '23 O. LTCP Consultation Report P. LTCP Consultation Report – You Said, We Did Q. CPCA LTCP Integrated Impact Assessment R. CPCA LTCP Integrated Impact Assessment – Appendices S. CPCA LTCP Policy Review T. CPCA LTCP Habitats Regulations Assessment U. LTCP Engagement Briefing Note

5. Implications

Financial Implications	
5.1	As recommended, it needs to be recognised that the LTCP may require a review and some revision on receipt of the guidance from central government. This may have an additional budgetary need.
Legal Implications	
6.1	All local transport authorities have a legal duty to produce and maintain a Local Transport Plan as outlined in the 'Transport Act 2000' (later amended by the 'Local Transport Act 2008'). Additionally, with no overarching strategic transport plan in place, there could be a negative impact on the likelihood of the authority securing major scheme funding. Developing a Combined Authority Transport Plan seeks to clarify and update the city region's current transport policy context to help prioritise interventions and deliverables

	The changes referred to in paragraph 3.4, in relation to Page 20 of the LTCP, reflect the decision-making roles of both Peterborough City Council and Cambridgeshire County Council as the region's Statutory Highways Authorities. The wording therefore reflects the current and legal position in Cambridgeshire within a two-tier authority set-up. Any decision made by the CPCA must recognise the statutory duties of PCC and CCC in compliance with the law, otherwise the decision carries with it a risk of unlawfulness. Consequently, any legal challenge would likely be successful.
Public Health Implications	
7.1	The report recommendations have a positive implication for public health. One of the objectives of the LTCP is improved health and well-being enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.
Environmental & Climate Change Implications	
8.1	The report recommendations have a positive implication for the environment and climate change. Both Climate and Environment are objectives of the LTCP including successfully and fairly reducing emissions to net zero by 2050 and protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.
Other Significant Implications	
9.1	Central government are yet to publish their LTP guidance that was due in September 2022, and this remains a key risk to the overarching programme. The team have endeavoured to minimise this risk through proactive, ongoing liaison with the Department for Transport and engagement with peers.
Background Papers	
10.1	Transport and Infrastructure Committee 4 November 2020 Transport and Infrastructure Committee 10 March 2021 Transport and Infrastructure Committee 8 September 2021 Transport and Infrastructure Committee 12 January 2022 Transport and Infrastructure Committee 18 January 2023 Transport and Infrastructure Committee 15 March 2023 Transport and Infrastructure Committee 13 September 2023 Combined Authority Board 25 November 2020 Combined Authority Board 24 March 2021 Combined Authority Board 26 January 2022 Combined Authority Board 22 March 2023 Combined Authority Board 20 September 2023

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

LOCAL TRANSPORT AND CONNECTIVITY PLAN

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FOREWORD

MAYOR'S FOREWORD

The Combined Authority has made good progress since the publication of the last ***Local Transport Plan*** in 2020; however, we now need a more ambitious community focused transport strategy to deliver the Combined Authority's and partners' priorities. Particularly the need to take action to address the climate emergency, tackle inequalities, prioritise health and wellbeing (physical and mental); and to ensure we continue to invest to deliver an inclusive, integrated, and sustainable transport network which works for us all.

Trends of private car use have contributed to congestion, pollution, and public health issues therefore we need to fundamentally reconsider how people move around and through our region. In order to address these challenges, we have to reduce the need for some travel and discourage individual private car use. We plan to do this by making active travel, public and shared transport the natural first choice. This Plan will make these modes more attractive and create an increasingly balanced, integrated, affordable, safe, and socially equitable transport system which the community will be willing to rely on.

To deliver our aspirations there will be considerable challenges. Delivering our vision will not be easy and there will be some tough decisions around how we use existing road space and infrastructure. However, the health of our residents and the protection of our environment is paramount. The benefits of this approach will be felt by all as we improve our health, provide cleaner air as well as allowing for easier movement around our region, not just for today but into the future.

Delivering this Plan will require meaningful action and effective collaboration with a range of stakeholders. The importance of that collaboration is demonstrated by our comprehensive engagement with multiple individuals and organisations within the CPCA community during the Plan's development. We will continue to work with them to develop and implement schemes, innovative solutions, and initiatives. Continued engagement with our residents and businesses will be a constant feature in ensuring we deliver the transport network and solutions for you.

We thank everyone who commented on the ***Local Transport and Connectivity Plan*** consultations and engagement events; and encourage further engagement as we move forward with this project. Working together we can deliver the Plan and a better region for everyone.

INTRODUCTION

OVERVIEW

This Plan establishes a vision and the framework to deliver a modern, safe, and integrated transport system for the people and businesses of Cambridgeshire and Peterborough. The document is an update to our first ***Local Transport Plan*** (LTP) for Cambridgeshire and Peterborough, published in 2020.

The strategy has been reviewed in consultation and collaboration with key stakeholders, including our two Local Highways Authorities (Cambridgeshire County Council and Peterborough City Council), five District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire), Greater Cambridge Partnership, National Highways and Network Rail.

In updating this strategy, we sought comment, feedback, advice, and guidance from a wide range of consultees and stakeholders in the public, private and third sector including Sub-National Transport Bodies, delivery bodies, industry representative groups, businesses, passenger groups, and community organisations.

The Devolution Deal between government, Cambridgeshire, and Peterborough, established a programme of investment for our economic future, with the aim of doubling the size of the economy and creating more good jobs. In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier, and fairer, whilst ensuring that we do not exhaust the resources our children and future generations will need for the future. More and more people are recognising that we do not just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

Since the Devolution Deal was enacted, much has changed – Brexit; the lasting impact of the Covid-19 pandemic; increased awareness of the need to protect our environment; a greater understanding around the impacts our actions are having on the climate; and our health and wellbeing are all factors that we need to continue to be cognisant of in delivering future growth in a sustainable way.

This ***Local Transport and Connectivity Plan*** (LTCP) is inextricably linked and integrated with ours and our partners' strategic direction; whilst being sufficiently flexible to drive change to meet the wider objectives. It helps to shape the overarching direction of travel for transport and our associated schemes, whilst also ensuring that when projects are brought forward these align with our key objectives and help us to achieve our vision, aims and aspirations.

It will do so by:

- In conjunction with our Assurance Framework, providing a rigorous process;
- For transport scheme prioritisation and development, which will ensure that investment is directed to those areas where it can contribute most to the wellbeing of the area;
- Setting the framework for a Delivery Plan to be adhered to and monitored that sets out our spending programme, based on the resources available. The Delivery Plan will be reviewed annually through the Medium-Term Financial Planning process; and
- Truly reflecting our Sustainable Growth Ambition Statement. This Plan identifies how we will deliver against our ambitions for capital development under each of the themes and include outcome indicators to show how we will deliver against those themes.

This LTCP has been developed in line with our current understanding of the emerging national LTP guidance and best practice. It is based upon an extensive evidence base that has been updated since the initial document was published in 2020. When the revised guidance is released, it may be that particular elements of this Plan will need to be revisited and revised to align with any change to government's direction of travel.

It is expected that government will require Plans to focus on:

CLIMATE AND ENVIRONMENTAL CHALLENGES

Government recognises the challenges of climate change and the impact that it is already having on our transport systems. Bold actions will be expected within this Plan to ensure the UK will achieve net zero 2050 to limit global temperature rises, halt the deterioration of the natural environment, and counter the negative health outcomes associated with the impact of transport on air quality. To assist in the attainment of this target, our Independent Commission on Climate in 2021 stated that we would rollout electric vehicle charging infrastructure, which provides a 'right to charge' for residents, workers and visitors in the region whilst ensuring a successful transition towards zero emission bus and taxi fleets by 2030.

ECONOMIC AND FISCAL CONTEXT

This Plan supports good growth within the region, allowing for businesses and communities to thrive and prosper. The aim of this Plan is to ensure that no community is left behind and closely aligns with government's commitment to levelling up.

PLANNING BEST PRACTICE

We have incorporated new best practice for transport planning with this Plan allowing for future changes and innovations to be utilised to meet our vision. This Plan truly aligns with government's move away from predicting future traffic growth and providing for it, towards a more integrated, vision-led approach.

NEW TECHNOLOGY

We will create an environment through which new and emerging technologies can be harnessed and explored to create an integrated transport network that meets the needs of businesses, people, and communities. The use of emerging technologies provides new forms of transport, new tools to manage traffic and networks, digital alternatives to travel, new platforms for innovation, and new techniques to engage with and collect data from transport users. We will use these emerging technologies to best deliver the right outcome for the people and businesses of our region.

ALIGNMENT WITH WIDER GOVERNMENT POLICY

This Plan strongly aligns with changes to transport and spatial planning, legislation and policy since the last guidance was published, including:

- Bus Back Better;
- Equalities Act 2010;
- Future of Freight Strategy;
- Gear Change;
- Inclusive Transport Strategy;
- Plan for Drivers;
- Plan for Rail;
- Transport Decarbonisation Plan; and
- Updates to the National Planning Policy Framework.

In addition, this Plan has been subjected to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

REASONS FOR NEW LTCP

- The election of Mayor Dr Nik Johnson and change in values and focus
- CPCAs Independent Commission on Climate's recommendation
- Refreshed focus on sustainable economic growth and how we deliver this even better
- Covid-19 and the long-term effects on travel
- Government's new plans to cut carbon set out in: a) Decarbonisation of Transport Plan b) The Ten Point Plan for Green Industrial Revolution
- Government's new national active travel policies and updated guidance on LTPs

STRATEGIC PRIORITIES

The following is not an exhaustive list; however, it does highlight some of the key policies at national, sub-national, regional, and local levels.

NATIONAL

At the national level there are a range of policies that provide context for the LTCP and have set high level ambitions which this Plan will contribute to delivery of:

- Build Back Better: our plan for growth (2021): Sets out government's plans to support economic growth through investment in infrastructure, skills, and innovation. The aim to support the transition to net zero has strong links to the LTCP.
- Environment Plan (2018): Sets out how government will improve the environment and access to nature thereby enhancing public health and wellbeing.
- Future of Mobility: Urban Strategy (2019): Outlines government's approach to maximising the benefits from transport innovation in cities and towns.
- Gear Change (2020): Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- Great British Railways and the Integrated Rail Plan (2021): Outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways.
- Local Transport Act 2000: Establishes Local Transport Plan's (LTP) as statutory documents.
- National Bus Strategy (2021): Sets out the vision and opportunity to deliver better bus services for passengers across England.
- National Planning Policy Framework (2021): Provides drivers to embed active travel through layout and infrastructure.
- Plan for Drivers (2023): Sets out the government's approach in ensuring the needs of drivers are considered.
- Transport Decarbonisation Plan (2021): Sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- Transport Investment Strategy (2017): Provides context for the levels of funding available and the rationale behind government investment in transport.
- UK Carbon Budget (2021): Sets the legally binding target to reduce emissions.

This Plan has a strong strategic fit with central government's policies and priorities whilst ensuring that the needs and priorities of our local communities are delivered in a sustainable and effective way.

In 2022, central government published their Outcome Delivery Plan that defined the five priority outcomes for transport. The three that are most relevant for local transport are:

- **Growing and Levelling Up the Economy** – improving connectivity allowing for good growth by enhancing the transport network;
- **Focus on Transport for the User** – improving the transport users' experience, thereby ensuring a safe, reliable, and inclusive network that is available for all; and
- **Reduce Environmental Impacts** – minimising biodiversity loss, decarbonising the transport system and improving air quality to address the challenge of climate change through a range of measures.

GROWING AND LEVELLING UP THE ECONOMY

Our policies and interventions help to deliver good economic growth and boost productivity by improving access and opportunity for all with an aim of increasing social inclusion and reducing the level of deprivation across the region. Through effective engagement with our businesses and communities we are able to make informed decisions to improve the effectiveness and efficiency of the transport system. A combination of key interventions and our pipeline of schemes, will continue to be developed, revised, implemented, and reviewed as new innovative initiatives and mechanisms become available. This will maximise our ability to level up across our region and improve standards for all.

Our communities must be physically and digitally connected if they are to thrive. This Plan puts transport right at the heart of improvements across our region. Transport plays a significant role in enhancing pride of place, unlocking sustainable growth and new housing, improving access to high streets and town centres, connecting people to green spaces, and strengthening links within and between economic centres in the region.

We will utilise new innovative ways to deliver this Plan's aims and objectives and be at the forefront when it comes to trialling and implementing new technologies. These technologies have the ability to change the way people and goods move, resulting in a transformative impact on the sustainability and efficiency of journeys.

We will continue to work with government, passenger bodies, delivery bodies and key stakeholders, such as National Highways, Network Rail, and others to ensure that our proposals fully integrate with planned major or nationally significant transport infrastructure projects, such as East West Rail, Ely Area Capacity Enhancements, and improvements to the A47 and A428. This will ensure that the benefits and opportunities for economic growth are maximised within both our region and for the whole of the UK.

In addition, we will improve access to education and skills opportunities. As part of this it is imperative that we continue to work with partners to improve the transport offer for those in education, especially for 16–18-year-olds and those within our more rural areas. A range of solutions will be considered and developed with partners, with the aim to increase choice and provide real, reliable, sustainable, safe, accessible, timely, and viable transport options and thereby ensuring their continued use. This upskilling of our community will have a significant benefit to the economy of the area and will deliver levelling up across our region.

IMPROVE TRANSPORT FOR THE USER

We will offer transport users real alternatives to enable people to change their travel behaviours through improved transport choices, accessibility, and journey experience. Our measures will use the principles of good design to create high-quality environments within our urban, peri-urban, and rural areas. Our schemes and initiatives will complement and enhance our unique characteristics and respond to the needs of our communities.

Transport across our region will be accessible and inclusive, considering the needs of all those sharing characteristics that are protected under the Equalities Act 2010. It is important that our transport users feel confident and safe to undertake their journeys on their mode of choice.

Central government aims to transform public transport with an aspiration that by 2030, local connectivity is closer to the standards of London; with improved services, simplified fares, and integrated ticketing. We continue our drive towards reforming the bus framework to allow for greater influence and control over passenger transport in order to make it a more viable and attractive option, including a network and service level that is easy to access and navigate.

We have identified areas of high accessibility by active travel, public transport, and digital services. It is important that these locations optimise the use of land, increase density, and consequently reduce private vehicle dependent housing developments.

To address carbon challenges at the local and national level, central government have reinforced its commitment to electric vehicles and associated infrastructure. Government aims to make charge points accessible, reliable, inclusive, and fairly priced with at least 300,000 public charge points to be implemented by the end of the decade. This Plan and its associated ***East Anglian Alternative Fuel Strategy*** and Implementation Plan will deliver the infrastructure needed to support the transition to zero carbon alternative fuels and electric vehicle charging to decarbonise vehicle fleets and improve the user's experience.

The condition of our highways and transport assets impacts on the attractiveness and usability of our network. We will work with partners to ensure that the networks are well maintained and reliable to meet the expectations of our residents and businesses. To reduce the impacts on transport users, we will ensure that our assets are as resilient as possible to the effects of climate change and extreme weather events.

REDUCE ENVIRONMENTAL IMPACTS

Due to the significant focus by local and central government in relation to decarbonising the local transport network, this forms a key objective for our Plan. We have considered a mixture of options available to us to achieve transformational change.

To meet both central government's and our objectives it is important that we reduce the negative environmental and health impacts and deliver positive transformational change through a mix of incentives and disincentives. No single intervention is enough to achieve the carbon reduction necessary to meet our carbon budgets and net zero target by 2050.

This Plan demonstrates how we support the legal limits and targets for improving air quality and reducing emissions, and the legal duty to conserve and enhance biodiversity. This includes identifying the scale of impacts generated by network use and a range of transport measures necessary to help meet these targets, whilst also helping to create healthier, quieter, better connected, sustainable and more inclusive and safe communities. In addition, we will be using a cautious and considered approach when delivering new transport infrastructure projects, especially in relation to new embedded carbon.

The importance of conservation areas and designated sites, such as Sites of Special Scientific Interest, and Sites of International Importance, have been integral in the development of this Plan. In addition, we have considered how to increase sustainable access to natural assets such as parks, green spaces, and water environment (blue spaces).

A CONNECTED REGION

Our Plan is closely aligned to that at the regional level. Strategies that are linked to typically longer travel flows, can be more suited to being considered at a regional scale. Such strategies can include freight, rail, and longer-distance coach/bus travel. It is therefore important that we continue to work closely with neighbouring Local Authorities, Great British Rail, Network Rail, National Highways and Sub-National Transport Bodies to achieve joint ambitions.

This Plan is closely aligned to the further aspirations for the region as outlined in ***England Economic Heartland's Transport Strategy*** (EEH 2021). This document sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth.

OTHER BORDERING BODIES

We also border the Sub-National Transport Bodies of Transport East and Midlands Connect. Whilst not a member of these groups, there are matters such as cross-

boundary transport movements that need careful consideration. We will continue to have positive, proactive discussions to ensure true integration between strategies and strategic schemes.

IMPACT ON OUR ABILITY TO DELIVER

Transport is not limited by Authority, County, City or District boundaries and it is recognised that our residents need to travel to surrounding areas for work and leisure, and residents from neighbouring areas travel into our region. Working with partners will help to improve travel choices and journey experiences for residents through the development and implementation of innovative and tailor-made solutions to meet the aims and aspirations of the people of Cambridgeshire and Peterborough.

We recognise the value and benefits of developing good working relationships with our neighbouring Local Authorities, regional/sub-national and statutory bodies. These include:

- A single voice to funding bodies creating a unified and stronger message;
- More efficient and effective use of resources; and
- Understanding local and regional issues in a holistic way, to ensure greater compatibility in the development of policies and projects.

LOCAL PRIORITIES

The Cambridgeshire and Peterborough Combined Authority was established as a Mayoral Combined Authority in 2017 to make life better, healthier, and fairer for all. As we revise our focus, much of the original purpose and ambition remains with increased attention to address post-pandemic areas of deficit and the impact of climate, energy, and cost of living crises. Our overall strategy aligns with this Plan as we aim to enable a prosperous Cambridgeshire and Peterborough region; one that is more equitable, more environmentally sustainable, and securing good growth for its residents and businesses.

Our overarching ambitions and objectives are set out within our Devolution Deal – to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:

- Accelerating house building rates to meet the local and UK need;
- Delivering outstanding and much needed connectivity in terms of transport and digital links;
- Doubling the size of the local economy over 25 years;
- Growing international recognition for our knowledge-based economy;
- Improving quality of life by tackling areas suffering from deprivation;
- Providing the UK's most technical skilled workforce; and
- Transforming public service delivery to be much more seamless and responsive to local need.

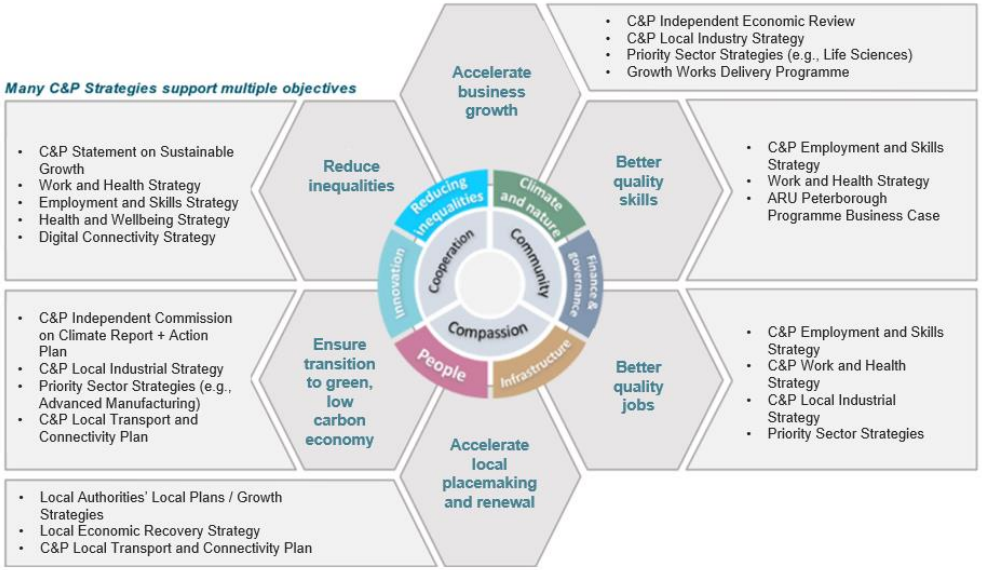
This Plan demonstrates a golden thread and strongly aligns with our vision to deliver:

"A prosperous and sustainable Cambridgeshire and Peterborough. Driven by our values and using our collective voice and strengths, we seek inclusive good growth for an equitable, resilient, healthier, and connected region".

Our strategic priorities provide additional clarity on our areas of focus. Fundamentally these priorities are supported by a strong strategic framework that ensures all delivery is assessed by its impact and contribution to climate and nature, health, infrastructure, innovation and reducing inequalities.

Transport is an enabler. Ultimately this Plan will allow us to achieve our overarching objectives and priority areas of focus, namely:

- Achieving Good Growth;
- Ambitious Skills and Employment Opportunities;
- Increased Connectivity; and
- Enabling Resilient Communities.



LTCP VISION AND MISSION STATEMENT

Transport has a key role to play in achieving our vision, aims and objectives by contributing towards the delivery of our priorities. These priorities have been developed with communities in mind, remaining mindful of the available budgets both now and in future years.

Our key identified transport priorities reflect our commitment to improve strategic connectivity to reduce commuting times, support future development and increase people's life chances and opportunities.

Our vision is:

"A transport network which secures a future in which the region and its people can thrive".

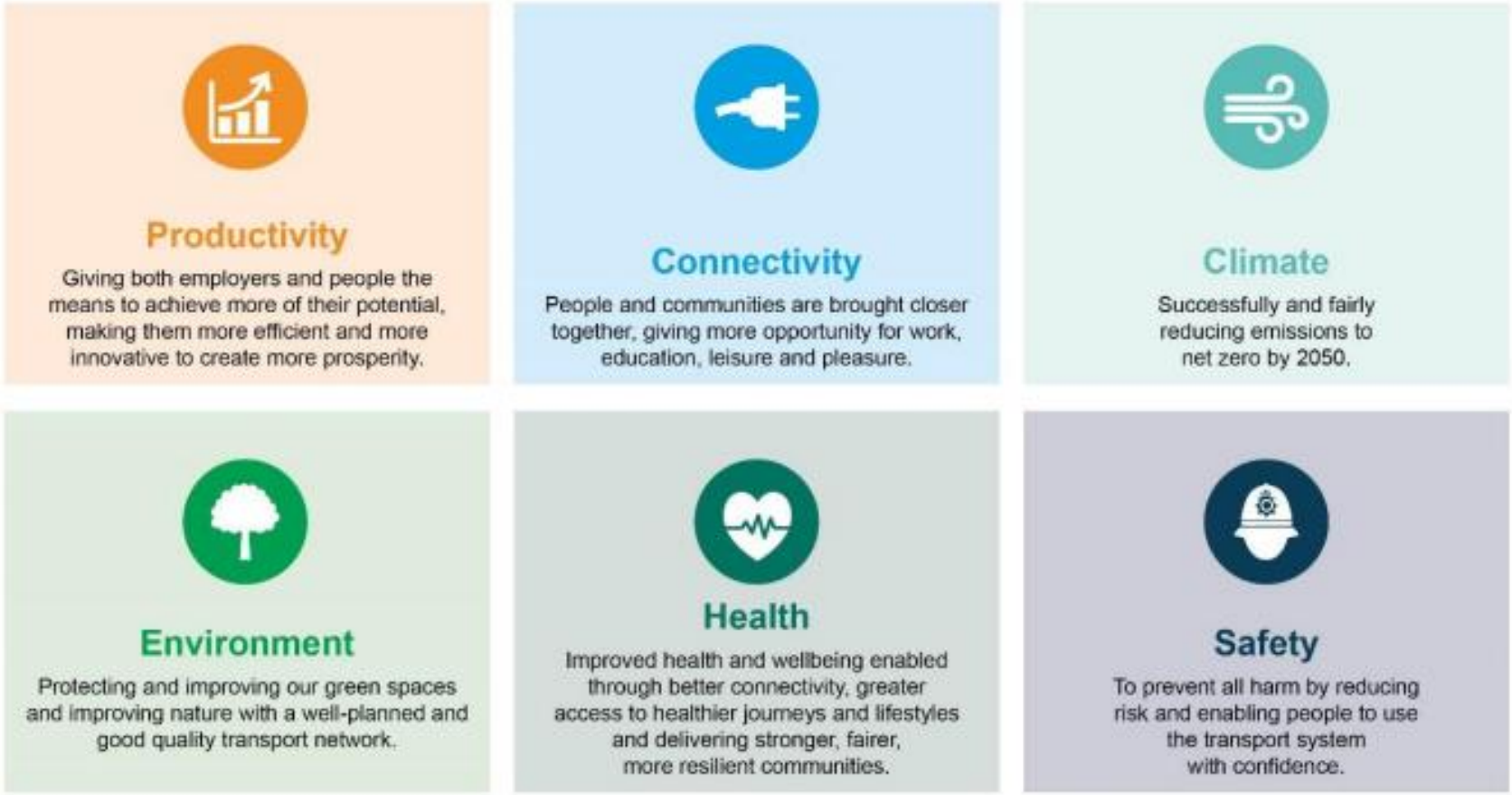
Our mission statement is:

"The transport network must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together. It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy".

GOALS

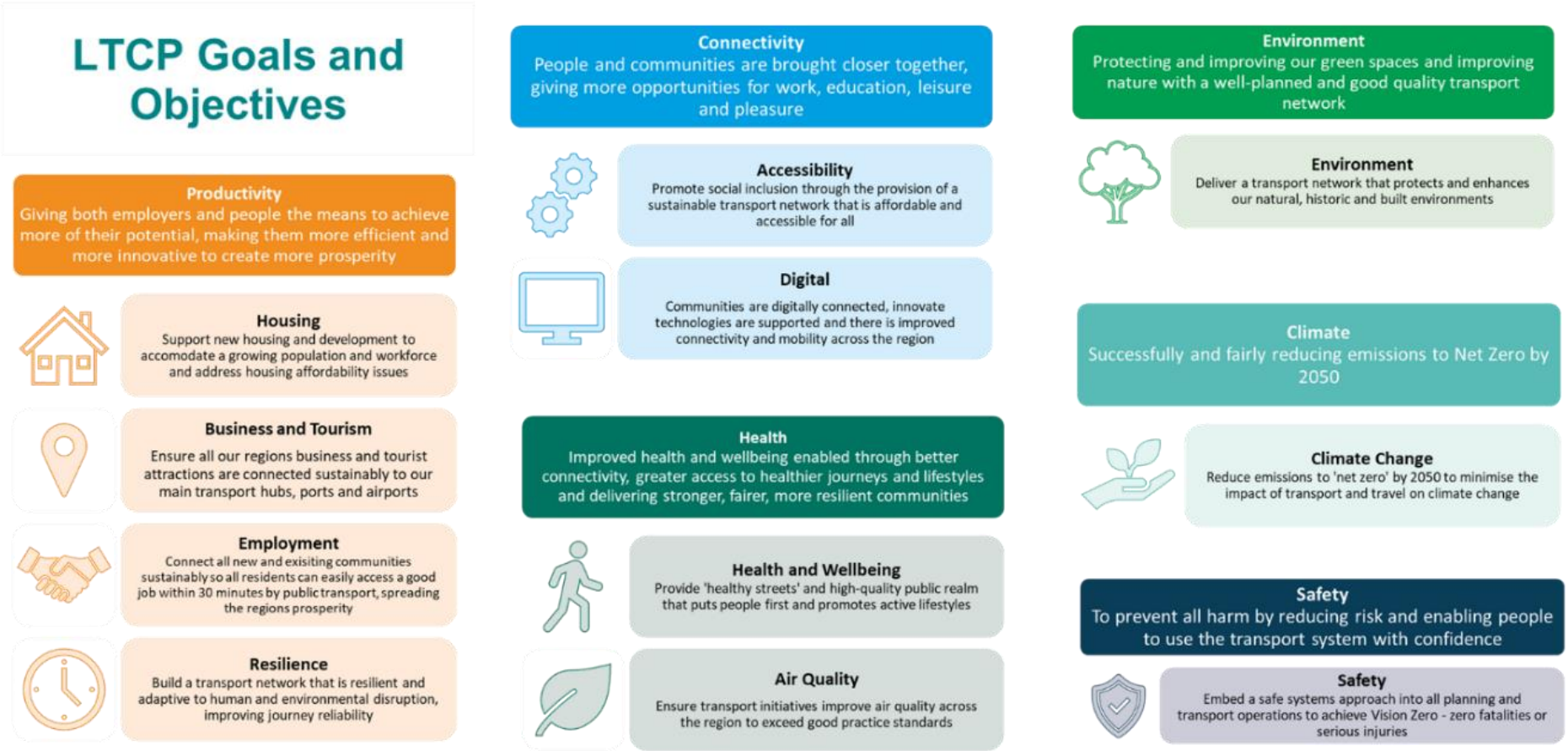
Whilst this vision guides the overall direction of travel for our Plan, we have developed a series of key goals around which the LTCP is focused. These six goals are intended to outline (at a high level) what wider outcomes we want our transport network to achieve in Cambridgeshire and Peterborough.



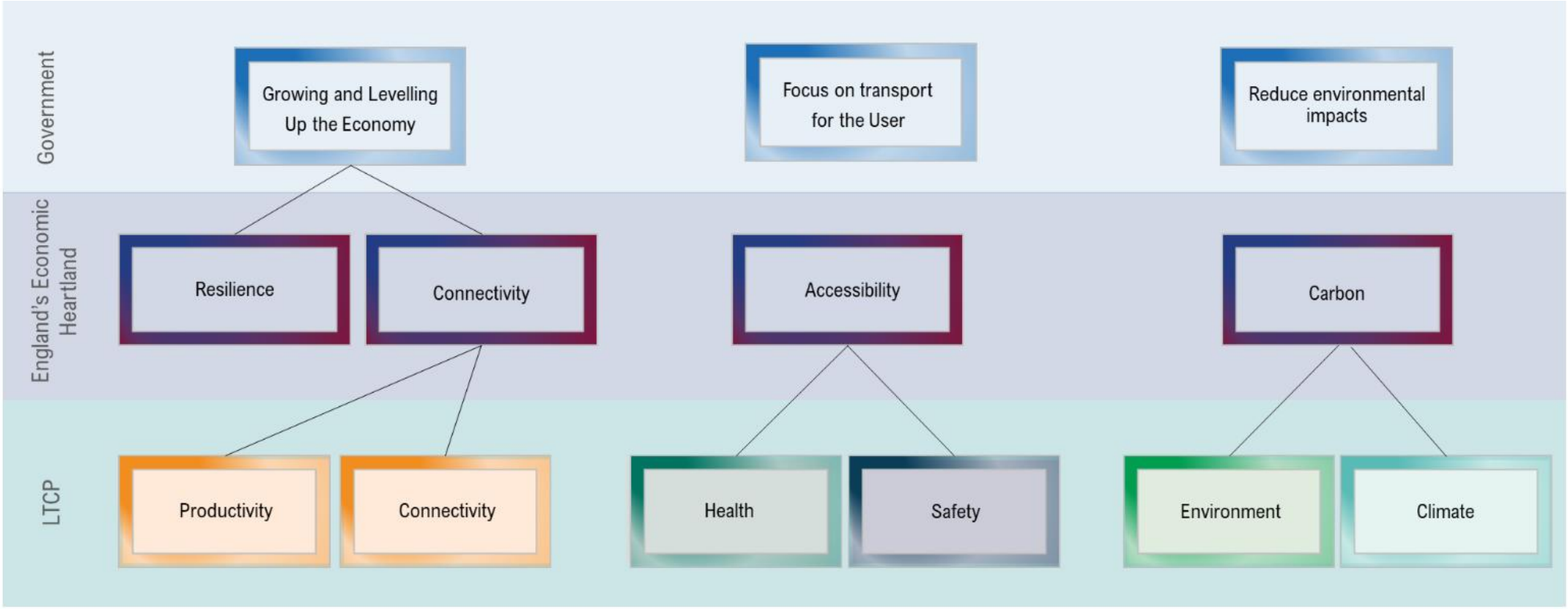
OBJECTIVES

Our eleven objectives strongly align to one of our overarching goals. These form the basis against which schemes, initiatives, and policies are and will continue to be assessed. They have been developed to reflect our aims and aspirations for the transport network and how it can support the wider economy, social inclusion, health, safety and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating good growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making.

The objectives of the LTCP further demonstrates clear alignment between the Plan's vision, goals, and objectives and those of the organisation.



LINKAGES BETWEEN NATIONAL, REGIONAL AND LOCAL OBJECTIVES



MAYORAL AMBITION

Mayor Dr Nik Johnson aims to leave a lasting legacy that enables improved life expectancy and those additional years lived to be in good health and wealth. Reduced inequality, sustainable growth, more active communities, and a region that celebrates and further enhances its uniqueness on the local and global stage, will be the enduring impact.

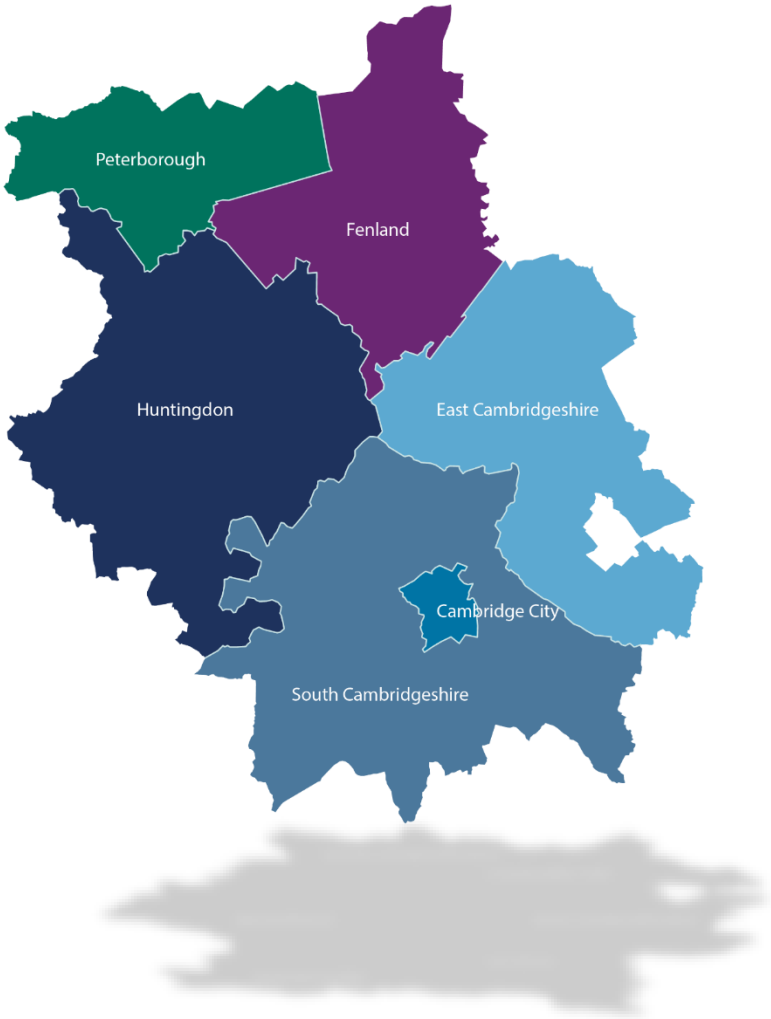
Delivering on this ambition through strong partnerships, the Mayor aims to build upon the delegated powers and our achievements to continue enabling the region to grow and thrive. With more connectivity, spreading of prosperity, developing skills, and improving the region's environment and resilience, the Mayor's ambition and areas of priority can be achieved.

SCOPE OF THE LTCP

GEOGRAPHICAL SCOPE

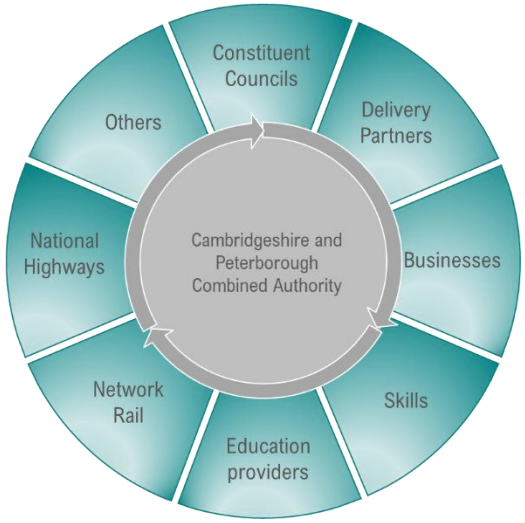
Each District of Cambridgeshire and Peterborough is different and therefore it is imperative that distinct strategies have been developed for the geographical areas of East Cambridgeshire, Fenland, Greater Cambridge, Huntingdonshire, and Peterborough. These are set out in their own specific separate chapters, and each reflects local transport constraints, opportunities, and patterns of growth.

OUR LOCAL AREAS



DEVELOPING THE LTCP

OUR PARTNERS



STAKEHOLDER ENGAGEMENT

Collaboration is a core organisational value. This Plan has been developed alongside County, District and City Council partners from an early phase, including its foundational vision, goals, and objectives.

PRE-ENGAGEMENT

We held a public pre-statutory consultation engagement phase in November 2021 with key stakeholders including local employers, education, and health organisations, as well as members of the public. This phase asked for feedback on the overall vision, goals, and objectives. Mapping was undertaken to identify a range of stakeholders across the region and from a variety of sectors. Communications activities including press releases, newsletters and a social media strategy were developed. The aim was to gain from stakeholders their feedback on what the LTCP should seek to achieve before the full draft of the document was made.

A dedicated website, *yourltcp.co.uk*, was established so people could give feedback in the pre-engagement phase of the Plan's development.

This collaborative and listening-led approach involved an engagement process more rigorous and long-lasting than the usual consultative process. The work with the public and stakeholders at the early phase also raised awareness of the LTCP.

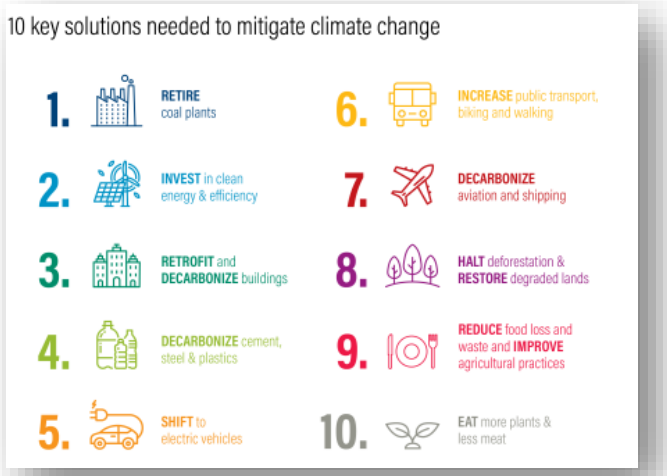
PUBLIC CONSULTATION

Communications on the progress of the Plan continued throughout the full 12-week public consultation that ran from May to August 2022. Members of the public could sign a 'register of interest' updating on the LTCP's progress, including when the consultation would launch.

The consultation involved an in-depth stakeholder engagement plan, which included continued collaboration with local councils and the stakeholders who participated in the pre-engagement. As with the pre-engagement, stakeholders from a range of sectors from private, to public and third sectors were invited to briefings on the draft LTCP where they could also ask questions and give feedback. They included businesses from a range of sectors, passenger groups, delivery bodies, campaign groups, charities, health, and education stakeholders. Information about the Plan was also passed through wider networks in business and public sectors.

The consultation was widely promoted through media, social media, and advertising, including at 800 bus stops in the region, to raise awareness of the consultation.

The *yourltcp.co.uk* website was updated and expanded to serve as a full consultation website where people could read more information about the draft LTCP and take part in the consultation.



Fourteen in-person consultation events were held at various venues across each of the Districts and cities in our area and were advertised in local newspapers and through the local media. Consultation packs and survey forms were also available at local pick-up points in each District, and these could be returned freepost. Consultees could also call a freephone information line.

The consultation questions were broken down into the LTCP's draft vision, goals, and objectives, and then inviting feedback on the overall and regional transport strategies for Cambridgeshire and Peterborough. Consultees could also give more general feedback about the document.

A consultation report and a 'You Said, We Did' document describing how the feedback shaped the Plan was produced following analysis of the consultation feedback and is available as part of this Plan's documentation suite.

OUR STRATEGY

Our Plan is designed to be focused on meeting our ambitious plans and aims to present a clear strategy for meeting our six goals of Productivity, Connectivity, Health, Safety, Climate and Environment.

In June 2021, our Combined Authority Board agreed that our LTP would be refreshed and include the recommendations of the ***Independent Commission on Climate Report*** that stated that measures to reduce car miles driven (including improvements to public transport, trials of on-demand electric buses and infrastructure for walking and cycling) should be implemented to achieve a 15% reduction in car mileage by 2030.

Following thorough analysis by independent consultants, our 15% reduction target (from a 2019 baseline) has been recognised as a very challenging yet an achievable target. Further information can be found in the Quantified Carbon Assessment that accompanies this Plan as a supporting document. The analysis showed that adherence with this target would ensure we align with central government's Climate Change Committee's (CCC) ***Sixth Carbon Budget*** up until 2028. The Intergovernmental Panel on Climate Change's (IPCC) ***Sixth Assessment Report*** reinforced this by stating that we need to take urgent, systemwide transformations to secure a net zero, climate-resilient future. The 10 key solutions outlined by the IPCC to mitigate climate change is outlined below:

The cutting of emissions will require urban planning that minimise the need for travel, as well as the build-out of shared, public, and non-motorised transport. Such a transformation will also require an increase in the supply of electric passenger vehicles, commercial vehicles, and buses, coupled with wide-scale installation of rapid-charging infrastructure.

To achieve the government's carbon targets, our own 15% reduction in vehicle kilometres and this Plan's overarching vision, aims and objectives, we will build on existing measures and develop new ones that align with the following three principles:

AVOID

Avoiding unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes, key services and employment sites, travel planning and levels of digital connectivity.

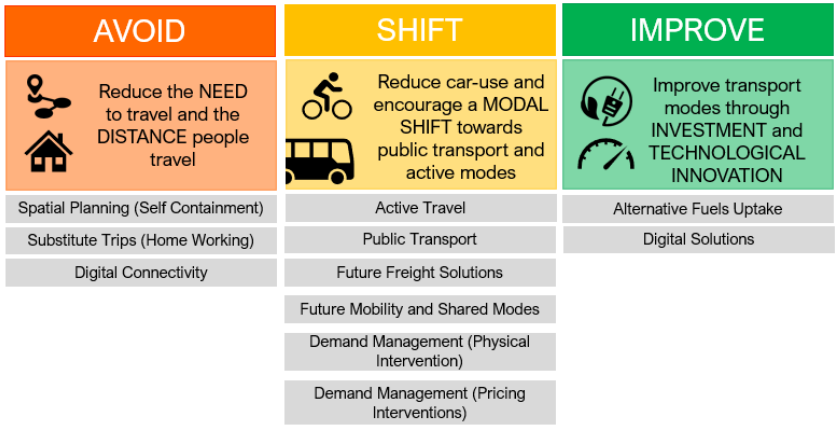
SHIFT

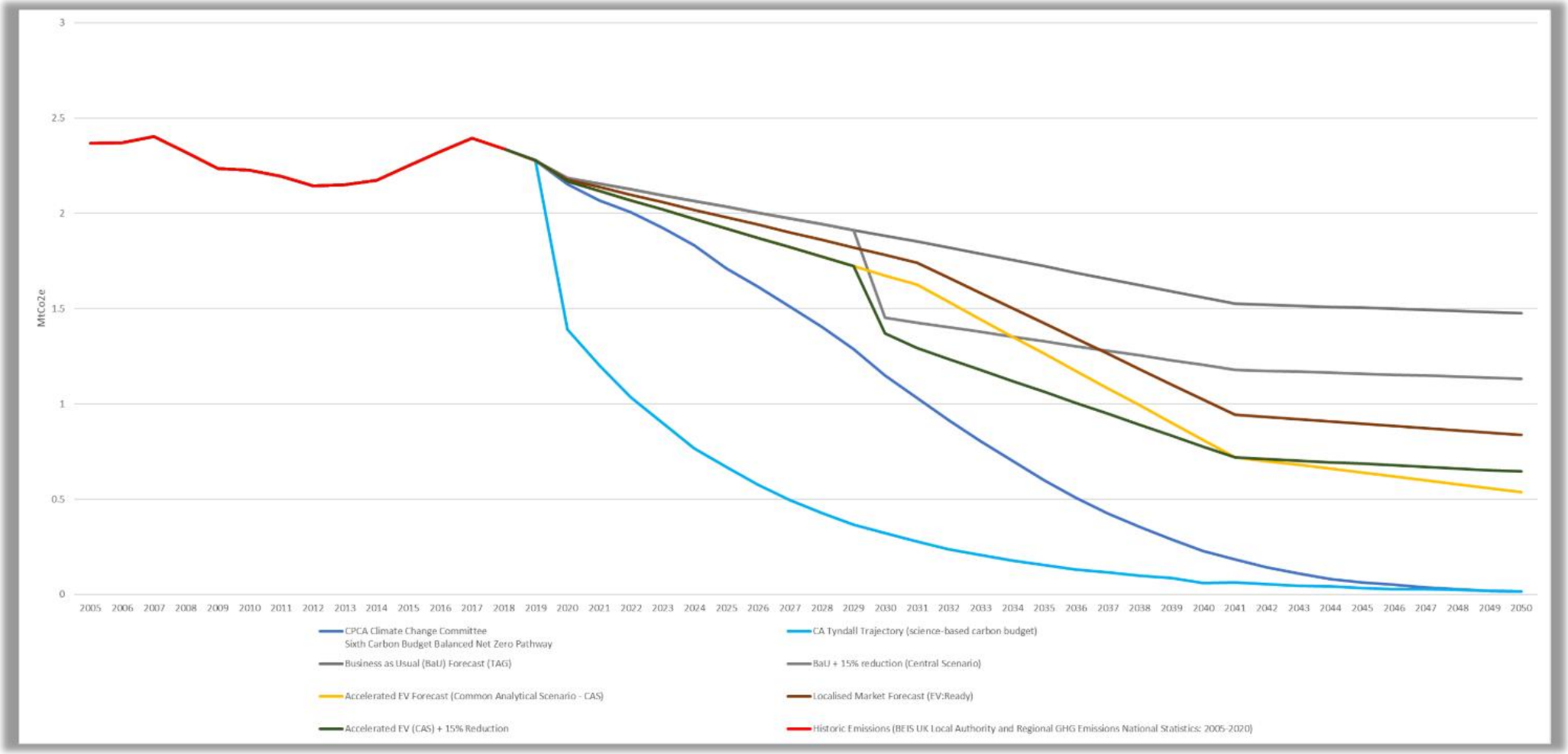
Shifting travel choices to more sustainable modes of transport, including public transport, walking, and cycling, away from car use.

IMPROVE

Improving the operational efficiency and journey experience of our transport network.

The objective of our A-S-I approach is to promote alternative mobility solutions and to develop sustainable transport systems for the people and businesses of the region in order to achieve significant carbon emission reductions, reduce energy consumption and congestion, whilst creating healthier and more attractive places to live and work.





Modelling of influencing factors that can have an impact on decarbonising our transport network, has shown that there is no single intervention which can achieve the scale of reduction in vehicle use we require. As outlined within our Quantified Carbon Assessment work contained within a supporting document to this Plan (undertaken by WSP), of the measures tested, Avoid measures (improved digital connectivity, spatial planning) and Demand Management (pricing strategies and physical measures) have been found to have the greatest influence.

At the strategic level, individual measures have then been packaged together and tested against our target and the Climate Change Committee's pathway aligned to net zero target for 2050. Analysis shows that an ambitious programme of realistically deliverable interventions should achieve our target but will still leave a residual gap in cumulative emissions against the Climate Change Committee's pathway.

This document gives a breadth of options for Local Authorities; however, these will be subject to the agreement of the Highways Authority for Peterborough, and the Highways Authority for Cambridgeshire. In the case of Cambridgeshire, the Highways Authority will also consult with the relevant District Council.

AVOID

NEED TO TRAVEL AND DISTANCE TRAVELLED

The easiest and most effective way of reducing the impacts of travel is to provide alternatives to remove the need to make certain journeys. We will support the development of, and ensure fair access to, online options for education, training, and employment as well as access to goods, services, amenities, and social connections that are key to reducing the need to travel. There is clear value for face-to-face social interaction, and we do not wish to restrict opportunities to travel, however there are a range of options where we can support those who wish to free up the time and cost associated with travelling.

COVID-19 demonstrated the role that digital connectivity can play in enabling many people to work and connect with others remotely. The crisis accelerated the pace of digital adoption in organisations and businesses across many sectors. It showed that digital transformation can help reduce the need to travel through remote working and enable businesses and people to access services and networks online.

Changes in working patterns during the pandemic demonstrated the benefit of home working in reducing commuter travel and the associated emissions. We recognise that home working is not feasible for many job roles, nor will it be practical for those who do not have home environments suitable for work. We will reduce the need to travel wherever possible, working with our Local Planning Authority partners and stakeholders to enable people to live locally and travel less. There are a number of actions that we will support in order to realise the benefits on everyday lives as a result of a reduced need to travel, and these include:

- A wider range of local services and amenities because the population is sufficient to support them;
- Freedom from large, traffic-generating developments which undermine local services;
- Increased rates of walking, cycling and public transport use and decreased car use, in line with transport, health and urban improvement objectives
- Journeys short enough to be made on foot and by bicycle;
- Local services that can be reached on foot, by bicycle and by local public transport, especially for those without cars; and
- More vibrant town and neighbourhood centres.

Alongside more walking, cycling, public and shared transport use, reducing the need to travel and distances travelled plays an important role in providing alternatives to private vehicle use and improving choice and opportunities for all.

Through the effective planning of services so that they are within easy and accessible walking distance for our residents and users. We will support and empower Local Authorities and communities who wish to consider and develop 20-minute neighbourhoods where appropriate and supported by local partners, including the Local Authority.

We will reduce the need to travel by improving digital connectivity (including full fibre broadband, 4G and 5G mobile data connectivity). This will help to reduce the need to travel by providing residents with the ability to work, shop and access services such as medical appointments from home. In doing so we can reduce the number of trips made by the private car, improving air quality, and creating more welcoming places for people to walk and cycle. England's Economic Heartland predicts that if people who used to commute by car continue to work from home for two days per week, this would result in a reduction of 10-12% in peak hour traffic.

Flexible working patterns may also help to spread travel demand peaks, helping to manage the impacts of proposed growth on the transport network. When travel is required, digital connectivity is important for supporting Connected and Autonomous Vehicles (CAV) that need 5G connectivity to safely navigate our highways. In addition, connectivity improves the journey experience as it allows the more convenient use of mobile phones for navigation, real time journey information and booking tickets.

The integration of full fibre infrastructure across our region (within our homes, offices, highways, signage, street furniture, public buildings, and medical facilities) will benefit our residents by:

- Allowing traffic sensors to capture data leading to safer and more efficient journeys;
- Continuing to attract high tech businesses to invest in the area due to good connectivity;
- Increasing our ability to work from home, reducing the need for commuting and transport costs; and
- Providing integrated real-time public transport information.

We will work with local partners to develop and implement accessible local community hubs where a range of services, activities, and opportunities are provided. This will lead to greater social cohesion and reduce the need to travel longer distances or make multiple journeys.

REMOTE WORKING

Remote working reduces the need to travel by private car and in so doing reduces the number of vehicle trips, particularly at peak times. This will contribute to delivery of net zero carbon aspirations, improve air quality and free up road space for walking and cycling.

Since the COVID-19 pandemic we have seen rapid growth in flexible and remote working as this demonstrated the capability for many people to work from home or local hubs. It is expected that there will continue to be a growth in the proportion of people working remotely compared to 2019 levels.

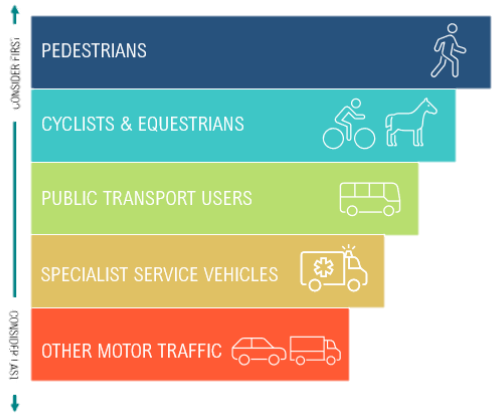
We recognise that not everyone can work from home and there will always be some residents who need to travel to work by private car or van. They will be supported by this Plan through the reduction in car trips and associated congestion via our proposed policies and interventions.

Reducing the number of vehicle journeys will improve air quality and create more relaxing and welcoming streets. It will improve road safety and free up road space for active travel. Remote working may also reduce the need for car ownership, which helps to free up space for other uses like green and communal space and allow current parking to be repurposed.

SHIFT

ACTIVE TRAVEL

We will deliver a clear package of policies, investments, and interventions aimed at ensuring that government's commitments within ***Gear Change*** are achieved. This includes a target that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled. We will prioritise active travel whilst improving accessibility and connectivity for non-motorised transport where appropriate.



In line with government's revised ***Manual for Streets***, our investments will be focused on creating environments that make walking, cycling, the use of mobility aids, public transport, and other new forms of mobility the natural first choice for journeys. The promotion of behavioural change and a renewed focus on active travel investments will provide a genuine modal choice and will support sustainable growth by improving outcomes for health and wellbeing and the environment.

ENCOURAGING A SWITCH TO ACTIVE TRAVEL

Active travel is important to all of us. Even the shortest of journeys from our front door will usually involve a walk, wheel, or cycle for most of us. It becomes an integral part of longer trips too, especially when part of a journey by other sustainable forms of transport such as bus or rail. Given that we are all 'active travellers' to a greater or lesser extent, it is perhaps surprising that the design of places has so often seemed to prioritise the needs of vehicles over the needs of people, creating barriers that discourage people from walking, wheeling, or cycling more often for longer distances.

We must increase the number of journeys walked or undertaken by mobility aids. The argument is compelling as it contributes to almost all of this Plan's objectives as well as government's national priorities. Of all modes of transport, active travel is the least detrimental to the world around us as it uses the least of the Earth's resources, whilst minimising pollution. Its contribution to wider policy areas is significant.

We are an increasingly sedentary society and the consequences of this costs the NHS millions of pounds each year and affects the quality of life of so many people. By embracing active travel in our daily lives, we can easily increase the amount of exercise we get, which in turn helps to improve a range of health outcomes.

When it comes to the uptake of active travel across the region, there are large disparities between areas in terms of the number of journeys travelled and consequently the scale and type of interventions that are needed to significantly increase the amount of walking, wheeling, and cycling.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with 29% of journeys to work being made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided people will tend to commute much further by bike than traditionally assumed. Different types of bikes, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people, including those disabled, are making.

Peterborough was also one of three Department for Transport's (DfT) Sustainable Travel Demonstration Towns from 2004-2009 with impressive results showing what can be achieved when revenue and capital funding are applied to deliver a modal shift.

Conversely, elsewhere in the region, rates of active travel are more in line with national averages, especially in rural areas. Despite the topography of the area being ideal for cycling, the lack of road space allocation, poor carriageway condition, perceived and real concerns around safety, lack of connectivity (especially in our rural areas) and conflicting needs of different roads users are among the reasons given as to why people travel by private car rather than active travel modes.

Without investment in active travel infrastructure, travel by these modes will remain a less attractive alternative. This can create a vicious cycle of fewer trips being made by active travel modes, and more being made by private car, contributing towards greater levels of congestion from shorter car trips, a deterioration in local air quality and missed opportunities to improve the health of our local communities. However, there remains a clear appetite to use active travel more often as part of our daily lives, as figures from the pandemic demonstrate. Across Peterborough and all Districts outside of Cambridge city, there was an increase in cycling, showing that when the conditions

are right, people will swap their cars for active travel. The challenge is therefore to recreate those conditions whereby walking, wheeling, and cycling is the obvious and easiest mode of choice for more trips.

When not walking, it is essential to make cycling a natural first choice and therefore we need to make it simple to access a bicycle. The availability of shared bicycles and e-bikes will help to make cycling a convenient option for all people, including those with disabilities. Simple, low-cost access to e-bikes as well as adapted cycles will open this mode up to a wider range of people, including those with disabilities.

This Plan recognises the important link between people and place and the benefits that a high-quality public realm, which encourages increased levels of active travel, can bring to the local economy as well as benefiting the environment. We support interventions that contribute to making active travel the obvious first choice for most short trips, or as part of a longer trip by other forms of sustainable transport. This investment in world-class Dutch-quality walking and cycling facilities will include a network of segregated cycleways across our region, designed where appropriate to accommodate a wide range of non-motorised users including horse riders and carriage drivers. In addition, we support measures that improve and enhance the public realm and that prioritise pedestrians and non-motorised users over vehicles.

The principles of Healthy Streets will assist us in forming our framework for future plans and investment priorities. Measures will be tailored to the individual location as what works in one place will not necessarily be appropriate in another. A range of tools exist that can reduce vehicle speeds and provide road space reallocation and modal filters.

We will support and empower Local Authorities and partners who wish to consider and develop appropriate 20-minute neighbourhoods across the region. Within our neighbourhoods we will look to reduce motor traffic, and in doing so, reduce air pollution, noise pollution and road accidents. They can make the character of residential streets more pleasant, inclusive, and safer for people to walk and cycle, whilst creating spaces to play and socialise. Buses would be appropriately routed to provide improved connectivity, reducing traffic levels, and helping to connect people to local amenities.

Where there is support including that of the Local Authority, for the idea of 20-minute neighbourhoods consideration will be given to their appropriateness and implementation. These ensure that within urban areas a complete, compact, and connected neighbourhood is provided, where people's everyday needs can be met within a short walk or cycle. The result of the successful implementation of appropriate 20-minute neighbourhoods could boost local economies, improve health and wellbeing, and increase social connections within our communities.

Active travel measures can create more inclusive communities, as people do not need to be able to afford to run and/or have access to a private car to reach key destinations and opportunities for work, education, leisure, or services. The active travel infrastructure itself needs to be inclusive giving due consideration to the needs of the wider range of non-motorised users. Whilst the focus of this Plan is on walking, wheeling, and cycling journeys, it is recognised that these can overlap and sometimes conflict with those being made for leisure purposes or to access the wider public rights of way network, especially outside built-up areas.

A key focus of our strategy will be the investigation, development, and implementation of key connections within our rural environment to ensure that active travel is a feasible and safe option. Improvements to the public rights of way network itself are set out in ***Rights of Way Improvement Plans*** (RoWIPs). Any new or enhanced active travel infrastructure must protect and consider the needs of those walking, cycling and horse riding as a leisure, recreational or commercial activity from the outset of the project.

New developments provide real opportunities to embrace and proactively promote and encourage active travel. When people undertake a major lifestyle change such as moving house or job, it can be the catalyst for trying something new or rethinking entrenched behaviours. To capitalise on this and to ensure that active travel is the obvious mode of choice for shorter journeys, high quality infrastructure must be provided from the outset. The principles outlined in the ***Manual for Streets***, ***LTN 1/20***, the ***Cambridgeshire Active Travel Design Guide***, and the emerging ***Active Travel Toolkit for New Developments*** must be reflected in new developments. It is important that the different needs of pedestrians and mobility aid users are considered separately to those of cyclists and that internal networks are designed to be coherent, direct, safe, comfortable, and attractive. We will work with our District and City Council partners to ensure that appropriate active travel routes are safeguarded within Local Plans.

Case Study: Chisholm Trail

The Chisholm Trail is an exciting new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station. It will link to Addenbrooke's Hospital and the Biomedical Campus in the south and to the business and science parks in the north. Phase 1 is complete with Phase 2 starting soon.

In addition, new developments need to provide for leisure opportunities to support the physical and mental wellbeing of existing and new communities. This will include the protection and enhancement of the existing Public Rights of Way network.

Where existing highway infrastructure is being maintained or improved, either by our Local Highways Authorities or by National Highways, it is expected that opportunities will proactively be sought to improve or enhance the provision for active travel. Where new infrastructure is being delivered, be it highway, rail, or busway, it is expected that parallel provision for active travel and non-motorised users is planned for from the inception of the project, and opportunities sought to connect with existing provision. Any severance in our existing provision, including for non-motorised users, must be addressed in the planning of the scheme to ensure that coherent networks are maintained and enhanced.

Case Study: Histon Road, Cambridge

The multi-million-pound scheme includes enhanced footpaths, cycle lanes, bus lanes, bus stops and pedestrian crossing infrastructure that will encourage more people to walk, cycle or take the bus along Histon Road, helping to cut congestion and improve air quality. A state-of-the-art CYCLOPS junction has been constructed that facilitates an orbital cycle route separating cyclists from motor traffic and pedestrians at the crossroads of Gilbert and Warwick Road. This scheme was commended by the Chartered Institute for Highways and Transportation for "healthy transport" projects.

In creating more conducive environments for people to walk, wheel and cycle it is reasonable that people want assurance that the places they need to get to are well connected, safe, direct, and pleasant to use. It is recognised that current provision varies especially in our rural areas that are not as well developed, primarily due to low population densities, lack of viable on-carriageway solutions and higher costs due to longer distances. The ***Cambridgeshire Local Cycling and Walking Improvement Plan*** (LCWIP), ***Peterborough LCWIP***, ***Cambridgeshire Active Travel Strategy***, and district-based transport strategies give greater detail on the nature and location of specific improvements.

Case Study: Whittlesey Heritage Walk

This new, bespoke heritage walk was delivered by Fenland District Council and funded by us. It provides a number of walking routes around Whittlesey highlighting key features and the rich history in the area. The routes encourage people to get active and learn about their local area. The walk links to Whittlesea Railway Station and Lattersey Nature Reserve and promotes the National Cycling Network Route 63 that goes through Whittlesey. Accessibility has been improved with resurfaced pathways, additional dropped kerbs and the introduction of additional seating providing regular resting places for people unable to walk longer distances. The route information is accessed through physical information boards located at intervals along the route. Details are available online through a downloadable brochure also available in hard copy and the *Love Exploring* app features the walking routes and includes augmented reality games and trails as part of its unique offer.

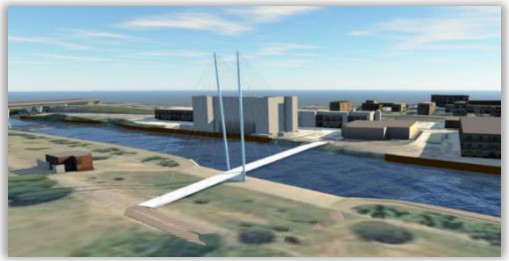
In rural areas, the priority will be to provide new or improved connections to key services in towns and villages, employment centres, transport hubs and places of education that are within walking or cycling distance. Priority will be to improve links from outlying villages to places of education, training centres, transport interchanges and Travel Hubs. Connecting more efficiently and effectively to educational establishments and training centres increases choice for our residents and will allow for greater levels of upskilling across the region. The focus will be on providing routes segregated from traffic or modal filters to reduce traffic volumes where appropriate alternative routes exist. Where highway space is insufficient for segregation, private land will be sought along field edges.

Case Study: Collaboration between East Cambridgeshire and Sustrans

East Cambridgeshire District Council prioritised five routes and commissioned Sustrans to produce feasibility studies to give a better understanding of the factors that need to be considered to deliver the cycle routes and an estimate of the cost. The District Council has recently commissioned a further five studies as these are important our ability to make the case for future investment as they will ensure that we have developed proposals to put forward when funding pots are made available.

In urban areas, expansion of the walking and cycling network will focus on filling in the gaps, removing barriers and identifying new routes to create a safe, convenient, direct active travel network linking to education, employment, public transport hubs, shops, and other services. Improvements will include enhancing junctions, the provision of segregated facilities, speed and traffic reduction measures along main radial and orbital

Case Study: River Nene Pedestrian Bridge



The project will construct a pedestrian bridge to link the Embankment with Fletton Quays, offering pedestrians and cyclists an alternative route across the river, away from the busy main road. It will create a good link from the south of the city to the new university campus. The bridge will extend the city's Green Wheel and play an important part in making active travel the default option for getting around the city centre. This will help boost public health and air quality by reducing city centre traffic.

roads, widening existing or providing new paths and removing or designing out the need for physical barriers.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire & Peterborough Health & Integrated Care Strategy (2022)
- Cambridgeshire Local Cycling and Walking Infrastructure Plan (2022)
- Cambridgeshire Rights of Way Improvement Plan
- Department for Environment, Food and Rural Affair's 25 Year Environment Plan (2018)
- Draft Cambridgeshire Active Travel Strategy (2023)
- East Cambridgeshire Cycling and Walking Routes Strategy
- Fenland Walking, Cycling and Mobility Aid Improvement Strategy
- Gear Change – a bold vision for walking and cycling (2020)
- Healthy Streets
- Highway Code update
- LTN 1/20 Cycle infrastructure design (2020)
- Manual for Streets
- National Planning Policy Framework (2021)
- Peterborough Local Cycling and Walking Infrastructure Plan
- Peterborough Rights of Way Improvement Plan (2016) Second Cycling and Walking Investment Strategy (2022)

PUBLIC TRANSPORT

To successfully meet the vision and goals for this Plan it is important that we deliver an integrated public transport network. This includes accessible, affordable, reliable, safe, and frequent public and community transport; and integrated and seamless interchanges between modes.

We want to encourage shift from the private car to public transport thereby reducing car dependency and helping to meet net zero and our target of reducing car mileage by 15%. A shift away from a car to bus or train makes more efficient use of the available space on the network, as well as offering the opportunity to move higher numbers of those wishing to travel and to do so on vehicles with cleaner and more efficient emission standards, such as electric and alternative fuelled buses and trains.

BUSES

Buses form a fundamental component of our sustainable transport network for journeys beyond distances people can use active travel, allowing people to access key services, training, and employment opportunities. We will improve our public transport offer by developing and delivering the most appropriate financial and operational framework for buses. We want to create a virtuous circle: increasing usage, with reduced operating costs so better services can be sustained without a permanently higher per-passenger subsidy.

Our ambition is to see Cambridgeshire and Peterborough at the forefront of excellent public transport provision. We aim to transform bus travel – offering high levels of convenience and connectivity – not just in our urban areas, but across the entire region, including rural areas and market towns; something not seen on such a scale anywhere else in the UK. We will deliver a fully integrated bus network, serving the needs of the region. We want to make journeys quicker, cheaper, and more reliable, delivering attractive, environmentally friendly services across our area. To do that, we need to improve the whole journey, ensuring that off-bus infrastructure and services complement the on-bus travel experience. We want to totally transform the image of bus travel, so that people feel good about using buses.

Better bus services will benefit everyone. They will provide easier access to health, education, training, and employment opportunities, as well as the ability to reach a wider range of shopping and leisure facilities. Equally, they will provide a real alternative to using the car.

In using the bus, people will be championing a response to the climate emergency and the achievement of a fairer society for all.

The recently adopted Cambridgeshire and Peterborough's ***Bus Strategy*** sets out the ways in which we want to make bus travel more convenient, very attractive and easy to use, such that it becomes the obvious way to make a journey. This means improving

every aspect of the current service, building on the strong foundations already in place, including the Busway, Cambridge Park & Ride, and demand responsive Ting service. Overall, the ***Bus Strategy*** sets out the main principles of how we will achieve our ambition and more than double bus patronage by 2030.

We need to do much more to improve our bus network and address some key challenges that have been highlighted in local public engagement exercises over recent years:

- Bus services do not offer a practical option for many journeys because they are not viable, do not go to the right places at suitable times, or are too infrequent;
- Considered expensive by many and not value for money;
- Inconvenience – 58% of non-bus users cited inconvenience as the reason for not using the bus, seeing cars as a faster and cheaper way to travel;
- Poor reliability – 65% of bus users want to see more reliable bus services, followed by more frequent services and faster bus journey times;
- The attractiveness of bus travel is hampered by inadequate information, difficult to understand timetables, complex fares, and variable standards of services; and
- They may not be co-ordinated to connect with other services and are perceived as being unreliable and offering no advantage over the private car.

Success in achieving this Plan's vision will mean more travel by bus and less reliance on car travel. This in turn will help us maintain economic growth, care for the environment, and improve quality of life. To realise the vision, this Plan and the associated ***Bus Strategy*** seeks to achieve the following:

- A comprehensive bus network, better connecting people to places across all parts of the region and beyond;
- A doubling of bus passengers (based on 2019/20 levels) by 2030. Less traffic and congestion by attracting car users to buses;
- A more affordable network, with simplified fares and capping across the network;
- A more understandable bus network, services, and fares, with clear information at all stages of a journeys and easy ticketing;
- A transition to new, low emission vehicles, providing all the benefits of modern bus travel;
- Better bus infrastructure, including bus shelters and widespread real time information coverage;
- Buses are part of a fully integrated and planned transport system;
- Faster and more punctual journeys by bus, delivered with more, effective bus priority measures to ensure that these help rather than hindering traffic movement;
- High quality passenger waiting facilities; and
- Good quality services with high levels of satisfaction amongst customers.

The ***Bus Strategy*** aims to set out how bus services will be improved to deliver the goals and objectives of this Plan and Greater Cambridge Partnership's transformation of the public transport network, as part of its City Access programme. The aim of the ***Bus Strategy*** is to pave the way for a bus network that is convenient, attractive, and easy to use, characterised by the following attributes:

CONVENIENT	• Routes connecting to places and activities that people want to get to; • Services are available in all areas; • Direct routes with little deviation; • Frequent services with limited waiting time in-between; • Services are available all day and into the evening, every day; and • Range of tickets to meet different needs
ATTRACTIVE	• The network is simple and easy to understand; • Buses have a great public image, and everyone like using them; • Services can be relied upon and run to time, without delay; • Cost of using a bus is considered good value for money, with targeted fares offers that incentivise some groups; • Buses run direct and quick; • Buses are clean, comfortable, and pleasant to ride on; • Services are well marketed and there is plenty of clear information in a range of formats, available via different media; • Waiting environment are attractive, offer seating and information, and people feel safe using them; • Pleasant and helpful drivers, able to assist when needed; and • Zero emission buses, offering a quiet and smooth ride
EASY	• A single understandable network that functions as one, with connecting services, branding, and system-wide ticketing; • Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train); • A clear service offer, backed by a Passenger Charter; • Buses run at regular time intervals and with consistent frequencies; • Stable services with minimal changes, removing uncertainty and confusion; • Simple fares with payment through a range of methods; • A system that is accessible and used by all; and • Plenty of information is readily available.

Achieving these outcomes will rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent, and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.

Working with partners, we aim to deliver an enhanced bus network, both in existing areas and at our new settlements, with more reliable, faster, and more frequent services that opens up access to employment, education and services and becomes the natural choice for many more people. Our revised ***Bus Strategy*** and ***Bus Service Improvement Plan*** (BSIP) will aim to ensure that everyone has the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them.

This Plan supports the work of the Greater Cambridge Partnership, who are developing their 'Making Connections project' that aims to provide a competitive, comprehensive public transport network and reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels in order to improve journey times and reduce pollution.

Case Study: Cambridgeshire Busway

16 miles of reserved track stretch from St Ives in the north west to Addenbrookes and Trumpington south of Cambridge. With 18 new guided buses refreshing the fleet at the start of 2020, including a dozen unique three axle 100-seater double-deckers to deal with peak loadings and reduce standees, the Busway, largely running on reserved track at steady 56mph, contributes considerably to reducing congestion along the A14 corridor and around the Addenbrookes Biomedical campus.

GREENING THE FLEET

As well as achieving reductions in vehicle mileage and shifting journeys to sustainable modes such as active travel and an affordable public transport, it is crucial that we ensure our public transport offering is leading the way on the use of alternative fuels, to tackle our net zero and air quality targets.

We will work with local partners to develop a charging network for electric vehicles (EVs); improving public transport through new infrastructure, bus reform and network improvement and replacement electric buses.

We and our partners have successfully secured funding from Zero Emission Bus Regional Areas allocation that will enable us to replace 10% of the most heavily polluting fleet with the electric vehicles entering into operational service in 2023. The bid aligned with our vision to develop and implement a rolling programme to replace 30-35 buses a year across the region to decarbonise the entire network affordably, progressively, and systematically. By funding electric bus charging infrastructure in the region now, we are starting to remove a significant barrier to operator transition to zero emission vehicles by our local bus.

DEMAND RESPONSIVE TRANSPORT

We recognise that we have vast rural and less accessible areas where existing bus travel is sparse or even non-existent. Learning lessons from our Ting trial and other Demand Responsive Transport (DRT) schemes across the country, we will look to tackle this by expanding the bus network into rural areas where this is possible and delivering in other areas.

Case Study: Demand Responsive Transport

We launched Ting (our new on-demand bus service) in October 2021 to support rural communities across the western part of Huntingdonshire. This innovative wide area demand responsive transport scheme uses four vehicles to maintain an anywhere-to-anywhere bus link in real time across 360 sq.km of west Huntingdonshire. The three conventional bus services in this area (each running 1 – 4 round trips daily) are to be merged into the Ting service by registering significant turn-up-and-go flows as part of the DRT offering to create better journey aggregation and reduce expenditure. This service directly supports our ***Bus Strategy's*** vision, giving access for everyone to quick and easy travel. As part of its tender renewal after 12 months of trial operation, two of the vehicles to be used will be new electric minibuses.

RAIL

Cambridgeshire and Peterborough play a pivotal role in the UK rail network, with rail lines heading north, south, east, and west passing through our region. The railway is a national network but a vital local asset helping to transport both people and goods. The rail network is also a vital component in supporting our economic development and addressing social inequalities by providing the links with locations within Cambridgeshire and Peterborough, key regional destinations such as London Stansted Airport and with the rest of the United Kingdom.

We will work and lobby central government, the emerging Great British Rail, Network Rail, train operating companies, Sub-National Transport Bodies, neighbouring Local Authorities, and other partners to champion the needs of the people and businesses within our region. This will include the examination of heavy rail capacity improvements and station delivery.

We will work and lobby central government, the emerging Great British Rail, Network Rail, train operating companies, Sub-National Transport Bodies, neighbouring Local Authorities, and other partners to champion the needs of the people and businesses within our region. This will include the examination of heavy rail capacity improvements and station delivery.

We will promote a range of schemes to help encourage and accommodate a greater use of the rail network. To achieve this, we will continue to work and lobby rail operators to improve services for users to facilitate interaction with the local community via Hereward Community Rail Partnership and local Rail User Groups.

The rail network particularly in the north of the region provides vital east-west connectivity to key destinations in Cambridge and Peterborough; however, it essential that the frequency of these services is improved, including an hourly service between Ipswich and Peterborough. In addition, the East Coast Mainline (ECML) plays a critical north-south connectivity role within and through our region. Improvements on the ECML are needed to ensure that this route continues to function and deliver for passengers and freight travelling to and/or through Peterborough, Huntingdon, and St Neots. We will therefore continue to work with Network Rail and train operators to investigate the viability of increasing the number of trains serving the area.

Case Study: Soham Station

Soham Station was opened in December 2021 that reconnected the community of Soham to the rail network. This scheme has made rail travel easy for people in Soham and the nearby villages; encouraged growth, housing, and jobs in the area; and linked Soham to nearby communities.

Rail has a critical role in supporting planned housing and employment growth and there are significant opportunities to develop and enhance the rail network. We will therefore promote new railway stations in the region, including Alconbury station, the construction of which would provide much needed additional capacity. Where new stations are required to facilitate new development, we will also support Local Planning Authorities in ensuring these are delivered in line with local and central government policies.

We champion and support the delivery of new rail links, such as East West Rail that will transform public transport connectivity along the Oxford to Cambridge corridor. It is important that this route is electrified from Day One of operation. In addition, improving accessibility between March and Wisbech to its rural hinterlands through the provision of a link between the two towns is vital for levelling up our region and addressing social inequalities. This scheme would bring greater employment, educational, retail and health opportunities and housing growth. As this scheme is developed, we will examine the use of innovative technologies to deliver the most appropriate solution.

Improvements to the rail network will also help to increase capacity for rail freight. An increased amount of rail freight will tackle many of the issues associated with freight movement. Therefore, we will continue to support, lobby, and promote nationally significant rail improvements such as Ely Area Capacity Enhancements (EACE), Snailwell Loop and Haughley Junction in Suffolk to enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements. It is imperative that careful consideration is given to rail freight routeing including the important role that the development of EACE and East West Rail can have in ensuring a more sustainable future for the region and the UK.

Key in the rejuvenation of Peterborough is the completion of the Station Quarter. This project aims to make improvements to better connect Peterborough rail station directly to the city centre. This will ultimately create a great first impression of Peterborough for visitors and commuters, cut down on travelling time between the station and city centre, create a safer and more visible route between the station and city centre and improve accessibility for active travel and those with restricted mobility.

Case Study: Peterborough Station Quarter

We secured £48million from the government's Levelling Up Fund bid for the first phase of regeneration of the area around Peterborough Train Station – known as Peterborough Station Quarter. The project involves creating a new western entrance to the station with a car park – to create a double-sided station – with a new wider footbridge over the train lines. This will alleviate pressure on city centre roads, making it easier and safer to travel around the city by bicycle. Green areas with biodiversity, community spaces and better connections to the city centre will make it safer and more attractive for bikes and pedestrians. The enhancement of station will improve rail passenger journeys and encourage more rail travel, which will have a positive economic impact on the city and regionally, as the city is already well connected to key areas of Eastern England and the rest of the UK.

MULTI-MODAL TRAVEL

If we are to increase the use of public transport, journeys need to be easy and attractive. Enabling viable multi-modal journeys is a key part of this. Multi-modal travel underpins our thinking about the various modes of public transport forming one connected system and recognises that these modes are not mutually exclusive and, in many cases, support one another.

The first and last mile of any journey is primarily completed by active travel, and therefore we will work with partners such as Active Travel England to ensure that there is seamless and integrated interchange between modes and passenger transport.

Multi-modal journeys require thinking about infrastructure and service times in a coordinated way. This includes examining ways to improve waiting facilities so that they are high-quality, safe, comfortable, accessible, resistant to inclement weather, and are compatible with active travel modes. We will investigate options for locating new interchange facilities and Mobility (Travel) Hubs in areas which maximise modal shift on to public transport. Appropriate, safe cycle parking at interchanges, synchronised departure times between trains and buses or combined ticketing are all examples of factors that affect the convenience of multi-modal options.

MOBILITY (TRAVEL) HUBS

Interchange is a key aspect of the multi-modal travel experience. Seamless, easy, and attractive interchange between sustainable modes is key to encouraging their use. Therefore, we will focus on a Mobility (Travel) Hub concept as a way to create and improve existing transport interchanges in our urban, peri-urban, and viable rural locations.

Mobility (Travel) Hubs will be developed for the needs of the specific location as no one size fits all. They will range from rural hubs to better connect communities to public transport, through to strategic interchanges at existing Park & Ride sites, railway stations or highway service stations. The aim is that with these rural locations, the hubs will be located in areas that residents can easily travel to by a range of modes before completing the majority of their onward journey by public transport.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire and Peterborough Bus Strategy (2023)

FUTURE MOBILITY AND SHARED MODES

We will invest in future mobility across our region. We will deliver a step change in mobility that is firmly focused on local needs, places, and people; providing significant benefit for all, especially those within our hardest to reach communities that could be left behind as technology moves forwards.

Micromobility offers affordable personal transport options whilst contributing to lowering congestion and carbon emissions. Technological advances in mobility will reduce dependency on single occupancy car journeys through the creation of a connected and integrated transport system. Emerging technologies will promote easy navigation and transition between sustainable transport modes using density and critical mass to support and sustain public transport solutions. We will continue to explore the role that new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, and how best these initiatives are integrated seamlessly into our overarching transport network.

There is an opportunity to use new and developing technologies to help improve freight deliveries. This includes use of initiatives such as consolidated delivery hubs and the facilitation of more sustainable last mile delivery options within our urban and peri-urban areas.

It is expected that the future of mobility will be revolutionised through the introduction of autonomous vehicles utilising artificial intelligence, cameras, and sensors to detect their surroundings and to navigate and avoid obstacles without the need for human input. In the same way that electric vehicles require an appropriate charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. This technology will be explored to provide new links between key destinations and communities. In addition, as part of the Plan's digital policy, we will work with partners to expand and improve our mobile coverage.

Safety analysis has shown that those that use e-scooters generally feel comfortable about their safety. Currently, in Cambridge no incidents of a severe or critical nature have occurred, the most common injury being bruising. To mitigate these, a number of safety measures are in operation, including:

- App to have a reaction test to mitigate intoxicated use;
- Helmet selfie which awards loyalty points for wearing a helmet;
- In person safety events that include giving away free helmets;
- New e-scooter fleet with turning indicators, a reinforced fender and improved suspension to aid shock absorption and impact of cobblestones;
- Online safety school;
- Online safety test; and
- Users can opt to reduce the speed from 12.5mph to 9mph.

Analysis has shown a good participation in the online safety school.

Due to the difficulty in meeting the tax, insurance, vehicle standards and driving licence requirements, private e-scooters are effectively illegal to use on public roads. Whilst in trial areas, users are required to have a driving licence or provisional licence, with insurance requirements and vehicle standards met by the operator.

It is expected that central government will introduce a Transport Bill to provide greater regulation on new forms of micromobility by defining a new vehicle class, Low-speed, Zero Emission Vehicle. We will work closely with central government to understand what this means for our area as we look to develop and implement our own *Micromobility Strategy*.

Case Study: VOI e-scooters in Cambridge

In the summer of 2020, the DfT fast tracked the introduction of trials for e-scooters to support a green restart of local transport. We, alongside our partners and VOI (operator), launched our e-scooter trial in October 2020 in Cambridge, with e-bikes in circulation since February 2021.

Since the e-scooter trial started a number of lessons have been learned and it has quickly become an important service for residents and visitors with the number of users continuing to grow. Users tend to be under the age of 34 and predominantly male. Whilst the difference in male and female usage of e-scooters is consistent with national analysis of micro-mobility, more can be done to improve female participation.

Whilst e-scooters do not have the same health benefits as active travel, some activity in using an e-scooter is involved and appears to attract those who would not have considered micro-mobility previously to switch their use away from cars.

E-scooters within the trial offer an affordable way to travel with discounts available for students and those on a low income. The trial has currently been extended to the end of May 2024 and we will continue to look at ways to learn lessons to ensure the appropriate implementation wherever possible across our region.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Future of Mobility: The transport system
- Future of Mobility: Urban Strategy
- The Grand Challenges

FREIGHT

The country's and region's freight should be economically efficient, reliable, resilient, and environmentally sustainable and its needs to be considered alongside those of other users.

The freight system helps meet the UK's most essential needs: it supplies food to supermarkets and fuel to petrol stations, carries medical products to hospitals, and delivers letters and parcels to homes and businesses. The freight system plays a vital role in supporting economic activity: it transports raw materials and intermediate products to factories, goods to ports and products to retailers, supporting manufacturing, exports, and consumers.

Our communities depend upon regional, national, and international connectivity to drive economic prosperity. We must ensure that our businesses are connected sustainably to the main transport hubs, ports, and airports. However, we also recognise the many challenges that moving goods and freight between hubs, businesses and homes brings, and we will look to ensure that this is done in a safe, efficient, and sustainable way.

We will encourage the sustainable distribution of goods through minimising road-based travel and the associated environmental impacts of road haulage. It seeks to maintain economic efficiency and help improve the quality of life for the residents by reducing the environmental impact of freight movement and reduce the impact of HGVs on inappropriate routes (e.g., through residential neighbourhoods and areas with weight restrictions).

A key priority for the Plan is to shift goods and freight movements on to more sustainable modes of travel. Encouraging all those involved in moving goods and freight to use alternative fuelled vehicles will be a priority.

We will look to utilise a first/last mile strategy for deliveries. Electric last mile delivery vehicles are increasingly desirable, but it is important to balance sustainability and environmental consciousness whilst lowering fuel bills and significantly less vehicle

maintenance. We will work with partners to actively encourage the more sustainable first/last mile delivery strategy is implemented within our urban and peri-urban centres, wherever possible.

We will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network, and moving it across the region more sustainably. These interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish. We will work with neighbouring Local Authorities and partners to look at schemes and initiatives that improve access to London Stansted and London Luton Airports.

Rail improvements such as East West Rail, Ely Area Capacity Enhancements (EACE) and Snailwell Loop schemes within our region and Haughley Junction in Suffolk will enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

We recognise that road freight, both strategic and local, continues to play a huge role in our region and to that end, we will aim to make this more efficient, safer and to shift this to more sustainable fuelled vehicles. For example, we are currently working in partnership with National Highways to assess the viability of improvements to the A47 that would significantly enhance east-west movement. We will continue to work with England's Economic Heartland to understand the complexity of movements in and through the Oxford-Northampton-Peterborough corridor and promote the appropriate schemes that emerge from this study. In addition, we will continue to work with other neighbouring Local Transport Authorities to address east-west and north-south movements, including the A11 and A505.

One of the three key areas of concern identified by England Economic Heartland in its ***Freight Study*** of 2019 was the lack of appropriate lorry parking facilities. We have also identified this at the local level and therefore we will continue to work with partners to deliver more and better overnight parking and stopping facilities for drivers of Heavy Commercial Vehicles (HCVs). Through collaborative working with our partners, we will look to locate freight distribution centres in areas that facilitate more sustainable and effective movements. Our position in relation to freight will be further enhanced through the development of a series of Quality Freight Partnerships.

Given freight's role as a major road network user, improving freight operations will help reduce conflicts with other modes of transport, pedestrians, and cyclists. Safety remains a fundamental consideration for freight and the movement of goods. We will continue to work with partners, particularly our Local Highways Authorities, to ensure road freight moves on the right routes, utilising appropriate route mapping to reduce conflicts between HGVs, HCVs and other road users, particularly vulnerable users.

We will continue to work with partners to develop and implement an appropriate ***Freight Strategy*** for the whole region. This will consider the efficient movement of goods and services. This will balance the needs of the local community and environment with those of the freight sector. Through this strategy, we and our partners will:

- Encourage freight operators to use specialised satellite navigation systems that produce specialist information for HCV drivers;
- Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions;
- Liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests;
- Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which can be directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate. This will ensure that diesel vans and trucks can be excluded from key urban areas by 2030, with local zero emission options presented where appropriate;
- Support constituent Councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and developments with a high generation of HCV traffic;

- Supporting constituent Councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes and other sustainable modes;
- Understand the region's agricultural traffic movements and how these can be better accommodated to reduce their adverse impact on the transport network; and
- Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of well-being overall.

The deliverables of the ***Freight Strategy*** will be monitored and updated on a regular basis to ensure that the changing demands of the freight sector are considered and subsequently examine how new, emerging initiatives can be utilised.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Freight Strategy
- HCV Advisory Route Maps

TRAVEL DEMAND MANAGEMENT

If we are to meet the challenge of climate change in a meaningful and effective way including our local target of reducing the number of vehicle kms by 15%, we need a radical rethink about how we use road space and its allocation between different, often competing, modes. Demand needs to be managed appropriately to enable us to meet our local objectives as well as national priorities and give greater priority to active travel and public transport in order to rebalance the transport network that has previously been predominantly designed around the private car.

There will be situations where it is necessary to actively discourage private car use. This may include consideration of demand management measures to help tackle local traffic and the associated issues. Travel Demand Management (TDM) is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time.

Our effective TDM approach is based around four key pillars: the creation of capacity; the provision of genuine alternatives through a safe, integrated network; network management; and travel behaviour change solutions.

The use of a package of TDM measures should allow us to bring forward a number of benefits to the local community and their use will be investigated in specific locations. It is essential that when any TDM project and associated measures are developed, due consideration is given as to whether they are appropriate to the environment and communities whilst considering localised demographics, challenges, and issues.

For any TDM to be successfully implemented, it is important that the following success factors are taken into consideration:

- A clear definition of the problem to understand the size of the challenge in the local environment;
- Due consultation and engagement when shaping the appropriate TDM scheme for the local environment;
- Information provided to the audience must be of the highest quality, thereby ensuring trust and credibility in the process is maintained;
- Level of support and endorsement from public sector partners to provide the relevant leadership;
- The ability to track and monitor the impact, thereby enabling the necessary changes as lessons are learnt at the local level;
- The provision of a range of alternative travel options; and
- Time and resources available to implement the programme.

Any decisions on the mix of TDMs that might be deployed, the relative priority accorded to such interventions and their potential timing, will depend on the effectiveness of the policy levers in achieving the goals and outcomes of the strategy and other considerations. Any proposals in the longer term for demand management would need to be subject to full public and stakeholder consultation including Local

Authorities, allowing the decision makers to consider public attitudes alongside other salient factors before concluding.

We will investigate demand management measures, where appropriate, in order to shift private car use, empowering Local Authorities to engage with key stakeholders during the development of any schemes. It is recognised that fiscal measures could be used to help manage demand and/or generate revenue that can be used to support other sustainable transport measures. Where there is local support, we will assist our Local Authorities in the exploration and appropriate implementation of these as a mechanism to create space and raise revenue which in turn will improve the reliability, speed, and frequency of public transport, as well as funding cheaper tickets. All of these issues have consistently been highlighted as barriers to using bus services.

We will support and work with the Greater Cambridge Partnership, Peterborough City Council and Cambridgeshire County Council as Local Highway Authorities to develop a new road user hierarchy for the region that will seek to reallocate road space in favour of public transport and active travel where it is practically possible to do so. The review will define a new network hierarchy that will establish the functionality of individual roads and streets to inform policy for its future use and help develop and prioritise future network investment strategies. The review will seek to:

- Define the role of particular types of roads and streets;
- Influence road classification and parking management.
- Optimise the use of radial routes and the ring-road as the main circulatory element;
- Prioritise and inform future investment strategies;
- Prioritise and provide a step change in road-space for active travel;
- Promote and better manage bus movements within city centres;
- Reduce and/or prevent the use of inappropriate routes whilst encouraging the use of the most appropriate routes for general traffic;
- Reflect developing transport plans for the area; and
- Set modal principles for the operation and management of the road network.

We will support the roll out of Civil Parking Enforcement where supported by individual constituent Councils, through the creation of Civil Enforcement Areas (CEAs) and Special Enforcement Areas (SEAs). This will enable our partners to effectively manage and enforce on and off-road parking areas to prevent inconsiderate parking, improve access, support local economies and business and contribute to reducing congestion and improving air quality.

The most sustainable locations for new developments are generally in locations that are already well served by public transport and in close proximity to existing services. Road space in these locations is often already at or approaching capacity and existing congestion means that additional non-essential vehicular movements would be unacceptable in terms of place making, air quality and highway capacity. We support the principle of trip budgets for new developments that limit the number of vehicle trips allowed to and from a site and supported by reduced levels of parking.

IMPROVE

ALTERNATIVE FUELS

To successfully meet our climate change objective, it is important to minimise the impact of transport and travel on climate change. We understand that climate change requires interventions at the local level. By committing to a target of net zero carbon by 2050, the region must be at the forefront of driving reductions in emissions from the transport sector.

Active travel and the use of public transport have a significant positive environmental and societal impact but there will still be a need for the car for some people, especially within rural areas where public transport may not be accessible and those people with reduced mobility or disability to have the opportunity to switch to an ultra-low emission vehicle (ULEV). This will significantly reduce environmental impact and be part of a wide range of tools to help us to achieve net zero. All the major manufacturers now offer electric vehicles as part of their ranges, and in 2022 23% of new cars sold were ULEV (with battery electric cars outselling diesels).

Case Study: School Streets

This proactive initiative for schools aims to help tackle pollution, reduce congestion and road danger as children and families make their way to and from school. It promotes a healthier lifestyle, and safe active travel that results in a better environment for all. The scheme temporarily closes roads outside the entrance of a school, enabling it to become a foot, cycle or scoot lane during the school's busy opening and closing times. After a successful temporary roll out during the pandemic, many more schools were keen to get involved. There are now currently 14 'School Streets' in operation and the further funding will be used to establish more school streets with interested schools where possible.

Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option. Currently, the more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while our more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. In Peterborough, rapid charging network for taxis were installed in 2019 that has resulted in a number of drivers switching from an internal combustion engine to an electric taxi. If widespread roll-out of electric vehicles is to become a reality, a concerted effort is needed to provide better charging provision across our geography.

There are several barriers to uptake of EVs and hydrogen vehicles in our region and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network;
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles;
- Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points;
- Lack of rapid charging points in key locations;
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc; and
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points.

The ***East Anglian Alternative Fuels Strategy*** (EAAFS) and the associated Implementation Plan contained within our ***Electric Vehicle Infrastructure Strategy*** will ensure a continued focus on the development of the appropriate infrastructure. It is expected that for autonomous vehicles to be effective, 5G coverage will be required. 5G is currently unavailable in some areas of our region but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

The implementation of the EAAFS is key in ensuring that the impacts of climate change are addressed at the very local level. This focuses on how the uptake of alternatively fuelled land vehicles can be boosted, what and how much infrastructure (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. The alternative fuelled vehicles covered in this strategy include battery electric, hydrogen fuel cell and renewable natural gas vehicles.

To conclude, we will therefore support the development of a low carbon transport system through supporting change to new vehicle technologies and lower carbon fuels; promoting lower carbon transport choices; encouraging a transfer to lower carbon vehicles; and education on lower carbon transport issues.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire and Peterborough Independent Commission on Climate Report
- East Anglian Alternative Fuels Strategy
- UK Electric Vehicle Infrastructure Strategy

SAFETY

Improving road safety is a fundamental part of our approach and is an absolute priority. Road safety is a key component and a key driver in everything we and our partners deliver.

We all have a responsibility for road safety – either as road users, Local Authorities, or transport providers. It is important that we improve the perceptions of safety as these can often be barriers themselves. We have seen significant progress in reducing road casualties during the early part of the century, however since 2010 this progress has stagnated and requires considerable attention to achieve further reductions in the coming decades. The number of deaths and injuries on our roads is still far too high.

In 2020, 395 people were killed or seriously injured in our region with 435 KSIs in 2021. Currently 19% of KSI collisions involve cyclists, and a further 9% involve pedestrians. We need to provide a safer road environment that gives people the confidence to make a shift to active travel modes. In addition, it is important to manage potential conflicts between cyclists, equestrians, and pedestrians (and other modes such as e-bikes, e-scooters, scooters) and the specific issues faced by the disabled.

As well as having a devastating effect on the lives of the people who have been injured, but also their families and friends, serious collisions can deeply affect many people in the wider community and extended road closures can have serious consequences for the road user and the economic prosperity. The annual cost to society of road accidents is estimated to be £822 million and the suffering that it inflicts on the injured and the bereaved is immeasurable.

We will work with our partners to deliver improved safety across our transport network. It is essential that we and our partners continue to seek to identify, analyse, and develop solutions to transportation hazards through the embedding of safety conscious planning. This will address highway, public transport, pedestrian, bicycle, equestrian, private car, and heavy vehicle safety. We will continue to work with partners to create active travel routes that reduce the number of interactions with freight vehicles and buses.

Case Study: Road Safety Training

Peterborough City Council offers a programme of road safety education to both primary and secondary schools across the city. As demonstrated in the picture, this includes pedestrian training for school children to teach them how to walk to school safely and encourage travel to school by active travel modes.

We will continue to work with the Cambridgeshire and Peterborough Road Safety Partnership and other agencies, such as the Police and Fire Services to provide a safe transport network. The Road Safety Partnership deliver, influence and support evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training, and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to 'zero tolerance' of transport-related deaths.

We will continue to work closely with the Cambridgeshire and Peterborough Vision Zero Partnership to achieve our overarching safety goals – with regular direction given to and from the Combined Authority Board.

The aim of Vision Zero is to have zero road fatalities or life-changing injuries on the region's transport system by 2050. This will ensure we contribute to the global commitment to improve road safety made through the ***Stockholm Declaration***. This ambition sets the tone of what we are seeking to achieve. We will continue to adopt local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries using a 2021 baseline, this is a suitable target for the Vision Zero Partnership.

We will work closely with the Local Highways Authorities to unlock and secure funding for road safety interventions and to develop a system led approach to tackling network safety.

Case Study: Bike It

'Bike It' is a programme to create an active and sustainable travel culture in our school communities, to improve health and well-being and to reduce carbon emissions and congestion. It is all about helping children get fit and healthy by teaching them the skills they need to cycle and scoot responsibly. Peterborough has delivered Bike It across all its primary schools for nearly a decade.

We will investigate the appropriate implementation of 20mph zones in urban areas and will continue to utilise road safety initiatives such as 20mph in built-up areas; to reduce speeds, improve levels of road safety and encourage walking and cycling as day-to-day forms of travel.

Well-designed streets and public spaces increase the attractiveness and safety of the environment thereby helping to improve people's health by reducing social isolation, which is harmful for physical and mental health. Our transport system will make it easier and safer for all of society to walk, cycle and wheel to the shops, schools, and other amenities.

We will include measures that promote inclusivity for those more vulnerable in society of whom personal safety issues is more acute.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Joint Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy
- Rights of Way Improvement Plan Statements: Cambridgeshire County Council and Peterborough City Council

DIGITAL SOLUTIONS

Digital connectivity is a vital contributor to meeting the challenges facing our region, such as sustainable growth, climate change mitigation, the management of scarce resources including water and energy and improving people's life chances through the provision of access to retail, leisure, education, and health facilities. Faster, more reliable digital connectivity, such as fibre ducting delivered alongside transport infrastructure where appropriate, will provide improved connectivity between businesses and to homes. In addition, this will provide greater working flexibility, taking the strain off the transport network and allowing better management of our transport networks, improving travel time reliability and ultimately, making our journeys safer.

We will work with partners to develop and implement a transport app for the region. This app aims to deliver a one-stop travel experience and will include information on active travel options, accurate and efficient bus and train maps, schedules, real-time navigation, and arrival information and the locations of key destinations, stops and interchanges. In addition, work will be undertaken to ensure that the app allows for the purchase of ticketing. The app would provide users with tailor-made information

whilst improving the perceived reliability of services, increase perceived safety, reduce anxiety while waiting, and build a positive image for transport in the region.

Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that we remain at the forefront of digital connectivity in terms of:

- Digital adoption, access, and inclusion;
- Fixed broadband connectivity;
- Mobile connectivity; and
- Smart infrastructure.

A key component of this Plan's suite of document is the ***Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy 2021-2025***. This will deliver a future facing, long lasting digital infrastructure that will ensure that residents and businesses have the access they need to digitally connect.

We will deliver a future facing, long lasting digital infrastructure that will ensure that digital connectivity is available to all. This will:

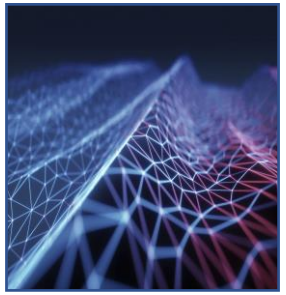
- Attract investment in fibre broadband and mobile connectivity infrastructure to strengthen the local economy and create jobs;
- Ensure businesses have access to leading-edge digital connectivity to help them grow and succeed;
- Improve internet access to reduce digital exclusion and health inequalities; and
- Use 'smart' technology to support sustainable lifestyles and mitigate climate change.

Superfast and full fibre broadband coverage figures are above national average and ahead of government targets. Most homes and businesses can access partial/full fibre superfast broadband, and over 80% of premises can access gigabit capable broadband offering future proof speeds of up to 1000Mbps. This is a notable change from when the programme first started with coverage well below the England average, with less than 60% superfast broadband coverage.

Free public access Wi-Fi is available in our cities and most of our towns as well as libraries and all Local Authority buildings. Fibre ducting that has been integrated in transport schemes has already been used by fibre providers to extend their fibre networks and avoid the cost and disruption of installing new ducting.

We continue to be actively engaged in *Project Gigabit* that aims to ensure that gigabit-capable fibre is provided in our harder to reach areas to complement commercial investment and delivery. In addition, our Highways Authorities have implemented an innovative "dig once" policy where fibre ducting is integrated in transport infrastructure schemes, minimising cost, and disruption of retrofitting fibre infrastructure, and saving carbon emissions by reducing congestion and encouraging suppliers to extend fibre networks

Case Study: Gigabit Project



Digital Connectivity – superfast and full fibre broadband coverage figures are above national average and ahead of the government's targets;

The 30% full fibre target by 2022 was reached more than a year early and the gigabit capable coverage climbed rapidly to 50% by 2021; and

More than 98% of premises can now upgrade to superfast broadband speeds of at least 24Mbps and less than 1% of premises that are harder to reach get below 10Mbps. This is a notable change from when the programme first started with coverage well below the England average at the time at less than 60% superfast broadband coverage.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- CPIER - Cambridgeshire & Peterborough Independent Economic Review
- Connected Nations 2022: UK Report

NATURAL, HISTORIC, BUILT ENVIRONMENT

We are fortunate to have exceptionally high-quality natural, historic, and built environments that have positive impacts on our residents' quality of life. It also boosts tourism and helps to attract businesses to the area. We want to deliver a transport network that not only protects these environments, but also enhances them.

Our transport network can have an adverse impact upon our environment, from air pollution and emissions, noise and vibration, physical damage to buildings, light pollution, reducing the aesthetics of an area and of course by damaging and removing space for plant and animal habitats (biodiversity). This Plan and our schemes and initiatives will ensure that the transport network mitigates any negative impacts and in fact strives to improve the environment.

NATURAL AREAS AND BIODIVERSITY

We will help our communities to become high quality, sustainable environments where people want to live, work and visit. We have also set out a vision to double nature through increasing the area of rich wildlife habitat and natural greenspaces. As such, we are committed to the adoption of biodiversity net gain principles which mandate that all new developments, including new transport infrastructure, must leave the natural environment in a measurably better state than beforehand. This will help to turn around the decline in biodiversity experienced across the country over the last 50 years. From November 2023 most new developments will need to achieve an uplift of at least 10% in biodiversity. We have set out an ambition to go beyond this, encouraging an uplift of 20%.

We will integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment during construction and operation.

Our schemes and initiatives will be considered in the forthcoming ***Cambridgeshire and Peterborough Local Nature Recovery Strategy*** (LNRS). Introduced by the Environment Act 2021 this will establish priorities and map proposals for actions to drive nature's recovery and provide wider environmental benefits. We are responsible for developing the LNRS in line with guidance published in March 2023.

To double the area of rich wildlife habitat and natural greenspaces under management by 2050 we will work with partners to try and prevent the transport network we deliver in the future doing harm to the existing built and historic environment. This Plan will play a key role in helping to maintain and improve 'the sense of place' in our cities, towns, and villages, as well as our rural countryside. New transport infrastructure should seek to deliver an uplift of 20% biodiversity net gain.

The delivery of any new transport infrastructure will include the appropriate processes and assessments, as required by the Local Highways and Local Planning Authorities, as well as adhering to the necessary national policies.

Having a well-planned and good quality transport network will help to link where we live and work to our green spaces and important historic environments. In addition, we will support partners in ensuring we have well-designed streets and public spaces, creating a sense of 'place' to help increase the attractiveness and safety of the built environment in our cities, towns, and villages. This is vital in not only improving the physical health of our communities, but also the mental health too. Isolation is a huge issue in rural areas and in vulnerable communities, such as the elderly, and having access to attractive open spaces as well as important historic and natural environments is crucial.

We will put people and the environment at the heart of transport design and decision making.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire and Peterborough Local Nature Recovery Strategy

NETWORK MANAGEMENT & RESILIENCE

Cambridgeshire County and Peterborough City Councils are our Highway and Streetworks Authorities, responsible for a range of management functions. These include working to manage congestion, highways infrastructure and on-street parking. These functions play a role in helping to deliver our vision and encourage the use of walking, cycling, public and shared transport. Our transport user hierarchy reflects these management functions to complement policies outlined previously.

Our streets and roads are vital pieces of transport infrastructure. The vast majority of all trips take place on them, be these by foot, bike, mobility aid, micromobility, public transport or by car. Our streets and roads are also places; from local neighbourhood roads to busy high streets, they play different roles in the lives of people and businesses. The region is also home to roads on the Strategic Road Network such as the A1, the M11 and A14, as well as numerous key rail routes of both local, regional, and national importance.

The continued management and performance of these key pieces of infrastructure is crucial in ensuring our network runs smoothly and improving this is a priority. We must continue to work with partners to tackle the issues we currently face and to prepare for the challenges that will be brought about by climate change and extreme weather.

Whilst our priority is to reduce private car use and the need to travel, it is recognised that in some cases new roads, widening roads and junction improvements (including those to address accessibility, safety, and health concerns) may be necessary, to ensure a reliable and effective transport network.

However, we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long-term solution for the region's transport network.

NETWORK MANAGEMENT

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people, and freight across the region's road network. It has the potential to influence travel choices by prioritising public transport and active travel.

Central government is proposing to review the Network Management Duty and statutory guidance, to reflect more clearly the current imperatives of decarbonisation, encouraging healthier forms of transport and emphasis on technology. We will respond positively to changes in law where applied to prioritise and facilitate active travel and public transport movement.

Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the A1(M) and A14 to our local roads and town centres. It is important to balance the requirements of communities and stakeholders in decisions that affect residents' ability to access employment, social and educational facilities. This aligns with the government's aspiration to consult on extending fines for overrunning street works at weekends and increasing Fixed Penalty Notices.

A well-maintained transport network is vital to the economic, social, and environmental wellbeing of the region. It is essential for disabled people who are additionally disadvantaged by poorly maintained pavements and highways. Therefore, with our Highways Authority partners, we will strive to ensure that all of our transport infrastructure will be provided and maintained to a high standard, as inadequate footways, cycleways, railways, and roads present significant risks to all transport users.

It is important that the Local Highways Authority continue to invest in the transport infrastructure to ensure a safe, reliable, and effective network is available for all. We

will work with them to help achieve this. Good maintenance is important for encouraging active travel. Two wheeled modes such as bicycles, motorcycles and e-scooters are more at risk from surface defects. Effective maintenance helps to protect these vulnerable road users contributing to delivery of Vision Zero and creating attractive, accessible environments for walking and cycling.

Traffic congestion risks our future growth and prosperity and one of the biggest causes of congestion is roadworks. Managing our highway network is a critical challenge that requires careful consideration of the need to balance the management of an ageing network and high public expectations with reducing resources, less available funding, and an increased pressure on local government services. We will work with Local Highways Authority partners to help implement their ***Highway Asset Management Policies and Strategy***.

Solutions to manage demand for road space, including during times of maintenance and road improvements, will continue to be explored especially within and between our urban and surrounding areas. Targeted, localised improvements to the highway network will be undertaken to allow for the more efficient movement of vehicles, goods, and people; whilst ensuring that the needs of all road users are considered. In addition, freeing up road space within our main urban areas is key to ensure an integrated, seamless, and sustainable transport network is available for all.

This Plan considers, Highway Authority's statutory asset management requirements, namely:

- That new or amended highway infrastructure is developed and recorded in accordance with the operational requirements and statutory asset management duties of the Local Highways Authority; and
- That scheme design is considerate of the existing highway network, its status and extent, and any associated constraints or prerequisites.

RESILIENCE

The transport network needs to be resilient and adaptable to climate change. The transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We will seek to make the transport network resilient and adaptive to human and environmental disruption.

Many of the impacts from climate change are particularly acute in Cambridgeshire and Peterborough: the risk of flooding, very high summer temperatures and water shortages. We need to act, and act now, to avoid the most damaging aspects of climate change.

Our area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will work with partners to help improve the resilience of our transport network to extreme weather events and a changing climate. This often results in collapsed foundations, adverse camber, broken surfaces, and sink holes especially within our Fens road network. Therefore, we will work with key partners to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable.

ROAD SCHEMES

We are responsible for overseeing the delivery of new highway infrastructure. There are situations where new roads, widening roads and junction improvements (particularly to address accessibility, safety, and health concerns) may be necessary, but this is not a sustainable long-term solution because we have found that road schemes often generate new demand and quickly reach capacity again.

There is substantial national and international evidence of motor traffic 'disappearance', when road capacity is reduced, particularly where there are viable alternatives provided and in areas of excessive demand for road space.

Traffic 'disappearance' research including studies by the Transport Studies Unit, University College London, and Economic and Social Research Council show that large percentages of motor traffic are not just displaced to other roads, but 'disappear' through a range of behavioural changes. These changes achieve the same objectives

in ways that do not require car travel; for example, changing mode or pooling journeys.

However, there are examples where road schemes may be required and will deliver improvements. This includes where access is needed to new developments or where the existing road is unsafe due to the mix of traffic, such as agricultural vehicles.

Case Study: A605 Alwalton Improvement Scheme

The A605 is a key road in Peterborough for public transport, active travel, emergency vehicles, and car-users. Traffic studies showed congestion and delays at peak times because of the traffic joining the A605 from the A1 and too much traffic for the road between Alwalton and the Lynch Wood Business Park junction. The project has seen the Alwalton Village Junction re-configured to improve access, as well as the installation of new pedestrian crossing points, and a new footpath to the south side of the highway. In addition, it also included the widening and enhancing of a stretch of the A605 between the A1 Alwalton Junction and Lynch Wood. This consisted of a new environmentally friendly footpath made of recycled rubber.

We will carefully model our major schemes to ensure that the likely effects on the wider network are fully understood. To ensure that any road schemes align with our transport vision, we will take a 'decide and provide' approach rather than the traditional 'predict and provide' approach. This will include the appropriate environmental assessment and examination of the potential implication on climate change.

SHARED MOBILITY, INCLUDING CAR CLUBS

Shared mobility will help us to deliver our goals by reducing private car use and improving air quality. There are a range of services covered by shared mobility including car clubs, shared cars, carpooling, DRT and micromobility.

Widely available car clubs allow individuals and businesses affordable, reliable access to a vehicle without the need for ownership. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles. If well managed and integrated as part of a wider public transport system, they have the potential to reduce car ownership and increase connectivity, particularly for those unable to walk or cycle.

To support the introduction of new car club initiatives we will develop policies that promote viable and sustainable alternatives to car ownership by ensuring appropriate localities are considered before being introduced.

We will work to develop alternatives to the traditional car club bays which are expensive to introduce and maintain; and will consider the use of zonal permitting in controlled parking zones. This approach allows operators more flexibility to introduce vehicles with low setup costs and with a wider range of area.

Car clubs offer residents an attractive, convenient alternative to private car ownership. This encourages more use of public transport, walking and cycling, whilst giving access to a car when needed. This reduction in the number of cars and the miles driven will improve air quality and make local areas more relaxing and a pleasant environment to live in. Similarly, by reducing the dominance of the private car and reallocating road space to walking and cycling we will further enhance public health and create streets that are welcoming places for people.

Residents in our more rural areas face specific transport challenges and are more likely to use a car. There are challenges associated with introducing car share facilities in these areas, however the provision of zero-emission car sharing will help to increase transport choices and reduce the impact of private cars.

CONNECTED AND AUTONOMOUS VEHICLES

There are more emerging technologies that could significantly change the transport system and contribute to the delivery of our vision. The primary technologies we are focusing on as part of this section are Connected and Autonomous Vehicles (CAV) and Unmanned Aerial Vehicles.

These can improve road safety, improve air quality, and reduce traffic. Whilst the future of these technologies is uncertain, our overall approach is to support them and seek to shape them to ensure we achieve our overarching vision, aims and objectives for our residents and businesses.

We will integrate the needs of CAVs into new infrastructure and maintenance programmes will help to avoid the requirement for later, potentially costlier retrofitting as automation becomes more commonplace. This may also facilitate access to lower-level automation in a wider range of locations.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire County Council's Highway Asset Management Policy
- Cambridgeshire County Council's Highway Asset Management Strategy
- Peterborough City Council's Highway Asset Management Policy and Strategy

AIR QUALITY

Across our region, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in our region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this Plan.

Removing air quality management areas requires a multifaceted approach, including encouraging better use of active travel modes, improving public transport, and increasing the number of electric vehicles in use. This also has the benefit of reducing greenhouse gases emissions.

We will implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles. Our proposals to improve air quality are directly linked to the key priorities identified by Councils under their air quality duties (such as within our partners ***Air Quality Action Plans***). The key areas identified for action, and to be supported through this Plan, include:

- Improving public health;
- Maintaining low emissions through the planning process, and long-term planning;
- Mandating consideration of electric vehicle charging points for all new or upgraded highway infrastructure; and
- Reducing emissions from taxis, buses, coaches, and HCVs, with the potential to link to TDM measures.

More journeys by active travel will also help to alleviate traffic congestion and improve air quality.

Whilst climate change and air quality are closely related, many measures to reduce CO_2 emissions will also benefit local air quality (such as active travel improvements) however it is important to acknowledge that some measures to improve local air quality will result in an overall increase in CO_2, measures such as Park & Ride schemes. We will assess the impacts of all future schemes with regards to any potential impacts on climate change and to ensure we are not compromising the future objectives of the climate change programme.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridge City Council Air Quality Action Plan (AQAP) 2018-2023
- Clean Air Strategy 2019
- Joint Air Quality Action Plan for the Cambridgeshire Growth Areas (2015)

CONTRIBUTION TO NATIONAL AND LOCAL OBJECTIVES

	Contribution to Central Government Objectives			Contribution Local Objectives										
	GROWING & LEVELLING UP THE ECONOMY	IMPROVING TRANSPORT FOR THE USER	REDUCING ENVIRONMENTAL IMPACTS	HOUSING	BUSINESS & TOURISM	EMPLOYMENT	RESILIENCE	ACCESSIBILITY	DIGITAL	HEALTH & WELLBEING	AIR QUALITY	ENVIRONMENT	CLIMATE	SAFETY
Active Travel	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
Public Transport	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
Future Mobility		✓	✓		✓					✓	✓	✓	✓	
Freight	✓		✓		✓	✓					✓	✓	✓	✓
Demand Management	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	
Alternative Fuels	✓	✓	✓				✓			✓	✓	✓	✓	
Safety	✓	✓						✓		✓				✓
Digital		✓		✓	✓	✓		✓	✓					
Natural, Historic and Built Environment			✓							✓	✓	✓	✓	
Network Management	✓	✓	✓		✓	✓	✓	✓						✓
Air Quality			✓							✓	✓	✓	✓	

ASSESSMENT, FUNDING, AND IMPLEMENTATION

INFLUENCING DEVELOPMENT

Embedding the Plan's policies within our initiatives and those of our partners will help to shape development from the outset and contribute to delivery of the vision. The transport user hierarchy will guide how we and our partners address these situations. In this way, active travel will be prioritised, and new developments will contribute positively towards delivery of this Plan.

POLICY TO SCHEME PROCESS

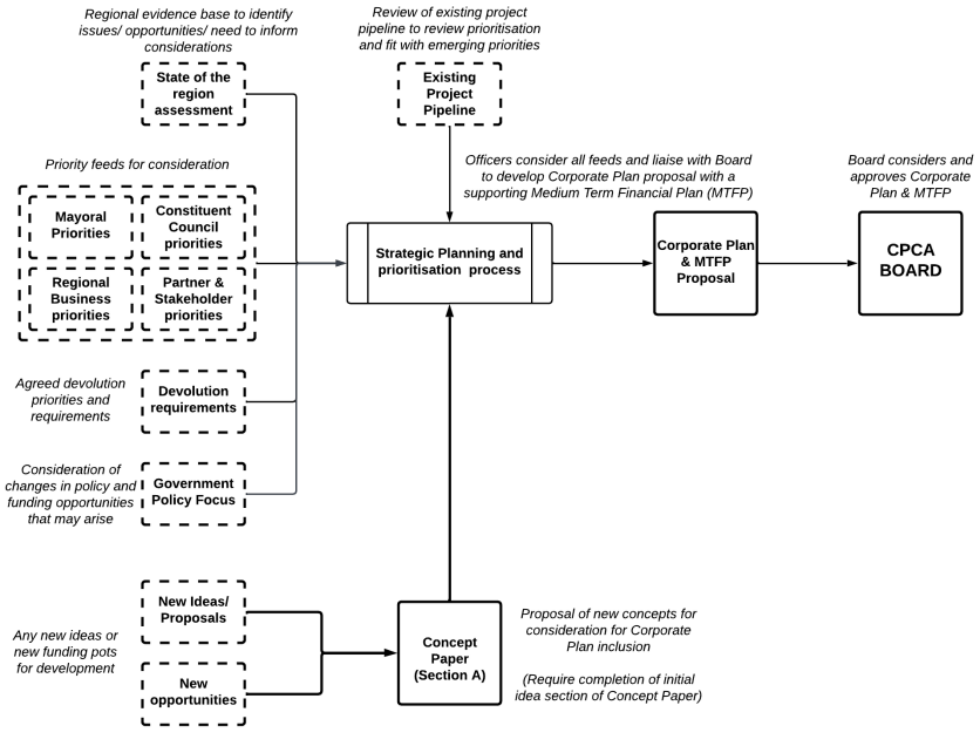
This Plan provides the high-level policy framework to guide future initiatives relating to transport across our region, in alignment with our Corporate Priorities. Transport and supporting strategies reflect our priorities and provide an indication of how policies will be applied in different geographic areas.

We will deliver this Plan in a number of ways including the development of existing, and the creation of new infrastructure. This Plan will also be delivered through the planning process and other means that influence development and infrastructure provision.

THE STRATEGIC FRAMEWORK

The Combined Authority has a robust process in place to develop its strategic objectives that aligns with its long-term vision. The Devolution Deal in 2017 set out powers and funding afforded by devolution, and our performance target of doubling the size of the economy and creating more good jobs. The Corporate Strategy builds upon this and identifies the four core Strategic Priority areas and sets out performance management baselines for each, these priority areas are the golden thread that is to be driven through programmes and projects. The fifth strategic priority area of Achieving Best Value and High Performance is reflected in the frameworks that govern the way in which the Combined Authority operates.

OVERVIEW OF STRATEGIC PLANNING PROCESS



SCHEME ASSESSMENT AND PRIORITISATION

The framework sets out the overarching governance and controls including processes for oversight of projects, programmes, and portfolios and how the progress and impacts of these investments will be monitored and evaluated. For new projects to be supported and funded they will be proposed at Concept Stage, then be subject to a Strategic Planning and Prioritisation process which will:

- Ensure projects are aligned to our Corporate Priorities with assurances relating to buildability, risk, costs, programme, and project governance;
- Deliver a long-term programme of both funded projects and a pipeline of unfunded projects that can be considered in future years, or become available in year
- Ensure project proposals that are added to the pipeline are done so with the principle of approval, that being that they have both political and management support; and
- Ensure projects that do not meet the criteria, are not supported nor funded.

BUSINESS CASES

Following a projects navigation either through the Strategic Planning Process or through Phase 1 of the Single Assurance Framework, securing support and funding by the Combined Authority Board, the project is required to developed to meet the requirements of the Combined Authority Business Case. The business case requires assurances relating to the:

- Strategic Case;
- Economic Case;
- Financial Case;
- Commercial Case; and
- Management Case.

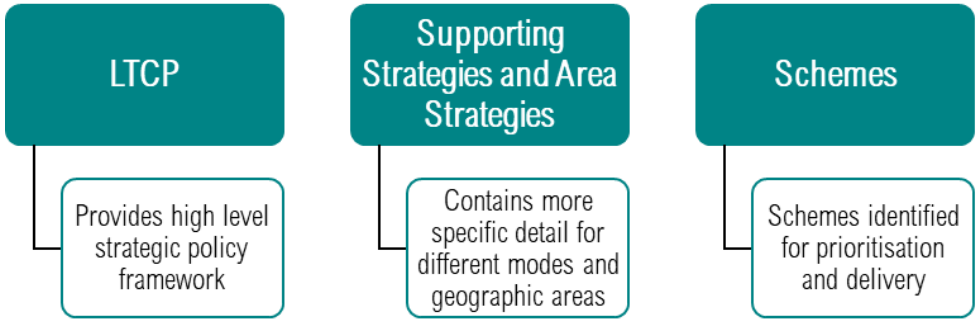
The business case document captures in greater detail the rationale for investing in a project, how it fits into the overall strategic context of the Combined Authority, as well as the benefits it will deliver. The business case also captures how the project will be financed, procured, and managed.

FUNDING

Many policies and initiatives identified within this Plan require funding to enable delivery. We do not receive direct funding from central government to spend on transport improvements and do not currently have funding for all of the proposals identified in this Plan. Therefore, we will continue to identify alternative funding sources to enable full delivery of the LTCP, including engagement with constituent Councils, businesses, and other partners. We will also seek funding opportunities through engagement with neighbouring Local Authorities and other Mayoral Authorities to secure wider funding opportunities and ensure a joined-up approach to major development.

We engage with private businesses through the Business Board and will continue to utilise this arrangement to seek additional funding and development opportunities with local businesses and commerce.

From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central government and the DfT. We will continue to work with our partners to target appropriate funding streams to ensure the delivery of our portfolio of schemes and initiatives in a timely and effective manner.



IMPLEMENTATION

Most projects are delivered in partnership with Constituent Councils or delivery partners including private businesses. Project governance arrangements, including entering into delivery and grant funding agreements, and the setting up appropriate project boards are put in place.

The diverse arrangements of our partners and project complexities have resulted in our development of a Project Management Office to oversee and report on project delivery across the Combined Authority. This ensures consistent processes and accurate reporting relating to project initiation, development, and reporting.

In addition, the Combined Authority has an effective internal system of control that seeks to ensure consistent and effective performance and risk management across the organisation in support and alignment with our Assurance Framework and Risk Management Framework.

INCORPORATION WITH OTHER HIGHWAY WORKS

We ensure that wherever possible we seek opportunities to incorporate active travel through wider highway improvements and works. National Highways, Cambridgeshire County Council and Peterborough City Council are the respective Highway Authorities for the region. With this comes a budget to maintain the networks and carry out their statutory duties as Highway Authority including network management and road safety. A strong relationship is maintained to ensure the development of the network including maintenance and network developments, are aligned to our objectives and strategy.

MONITORING

Monitoring our Plan is important to allow us to track progress, learn lessons and ensure we are on track to deliver the vision. Monitoring will help to inform future decision making by assessing the performance of schemes and the benefits they deliver. In order to monitor the success of this Plan we have identified a series of targets and indicators. An initial set of proposed measurables is included within this chapter.

We intend to report on the progress of this Plan on an annual basis. As part of this, we will publish monitoring reports through our governance processes to highlight progress and areas of concern in the delivery of this Plan's vision, goals, and objectives. This will include progress made against the headline targets and performance against the KPIs. In addition, we will monitor a range of indicators that will demonstrate where partner organisations across the public, private and third sector can assist us in the attainment of our vision.

Our targets and indicators will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess their effectiveness as indicators as we look to identify other potential data and information sources.

MEASURING PERFORMANCE

Measuring progress relating to our LTCP is essential to ensure the vision is delivered. We will measure performance corporately relating to the Mayoral Ambition and the Strategic Vision Statement, including the Strategic Priorities.

The LTCP is closely aligned with these broader strategies, and performance will be measured at a strategic level within the Combined Authority by the following:

- Values and behaviours;
- A Performance Management Framework;
- Directorate Business Plans;
- Team and individual objectives; and
- Engagement and communication through our formal governance framework.

To measure performance across the organisation, priorities are mapped under theme and priority areas, with corresponding indicators to measure and report performance.

The requirements of this Plan are embedded in these policy and priority areas. In addition, we will report on the Plan annually, publishing monitoring reports to demonstrate progress on delivering the Plan; including progress made against the headline targets and performance.

Performance indicators specific to this Plan may be developed and introduced, should there be areas that require targeted intervention following the initial monitoring and evaluation.

KEY PERFORMANCE INDICATORS

Connectivity	C1 - Mode share (cordons)
	C2 - Proportion of households with access to cars by district
	C3 - Proportion of households with access to cars by income
	C4 - Public transport trips per person per year by household income
	C5 - Percentage of households within 10 minute walk of a bus stop with a service of at least once an hour
	C6 - Car ownership by deprivation decile
	C7 - Rail Punctuality
	C8 - Bus Punctuality
	C9 - Local bus passenger journeys originating in the authority area (million)
	C10 - Average journey length by purpose and car ownership
	C11 - Digital (broadband) availability
	C12 - Proportion of fully accessible buses on certain routes or in areas
Productivity	P1 - Number of peak hour vehicle journeys
	P2 - Journey time reliability on strategic routes during the AM peak
	P3 - Key route network speed (AM peak)
	P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type)
Climate Change and Environment	CE1 - Trips per person by mode of transport or journey purpose
	CE2 - Proportion of urban trips under five miles taken by walking and cycling
	CE3 - Proportion of urban trips under five miles taken by Public Transport
	CE4 - Percentage of plug in vehicles
	CE5 - Per capita transport carbon emissions
	CE6 - Number of charge points available to the public
Health	H1 - Proportion of people within 15 minutes of green open space
	H2 - Percentage of deaths attributed to air pollution
	H3 - Percentage increase use of cycling
	H4 - Levels of noise pollution
	H5 - Levels of light pollution
	H6 - Levels of air pollution
	H7 - Transport related Air Quality Management Areas (AQMAs)
	H8 - Traffic derived Nitrogen Dioxide
	H9 - Length of cycleway per district
Safety	S1 - Number of child pedestrian casualties per 1000 children in population
	S2 - Number of highway casualties
	S3 - Proportion of people who say they do not use public transport because of fear of crime
	S4 - Killed or seriously injured casualties in 10% most deprived areas
	S5 - Killed or seriously injured casualties by road user type and district
	S6 - Killed or seriously injured casualties by user type vs user type

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

LOCAL TRANSPORT AND CONNECTIVITY PLAN

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FOREWORD

MAYOR'S FOREWORD

The Combined Authority has made good progress since the publication of the last ***Local Transport Plan*** in 2020; however, we now need a more ambitious community focused transport strategy to deliver the Combined Authority's and partners' priorities. Particularly the need to take action to address the climate emergency, tackle inequalities, prioritise health and wellbeing (physical and mental); and to ensure we continue to invest to deliver an inclusive, integrated, and sustainable transport network which works for us all.

Trends of private car use have contributed to congestion, pollution, and public health issues therefore we need to fundamentally reconsider how people move around and through our region. In order to address these challenges, we have to reduce the need for some travel and discourage individual private car use. We plan to do this by making active travel, public and shared transport the natural first choice. This Plan will make these modes more attractive and create an increasingly balanced, integrated, affordable, safe, and socially equitable transport system which the community will be willing to rely on.

To deliver our aspirations there will be considerable challenges. Delivering our vision will not be easy and there will be some tough decisions around how we use existing road space and infrastructure. However, the health of our residents and the protection of our environment is paramount. The benefits of this approach will be felt by all as we improve our health, provide cleaner air as well as allowing for easier movement around our region, not just for today but into the future.

Delivering this Plan will require meaningful action and effective collaboration with a range of stakeholders. The importance of that collaboration is demonstrated by our comprehensive engagement with multiple individuals and organisations within the CPCA community during the Plan's development. We will continue to work with them to develop and implement schemes, innovative solutions, and initiatives. Continued engagement with our residents and businesses will be a constant feature in ensuring we deliver the transport network and solutions for you.

We thank everyone who commented on the ***Local Transport and Connectivity Plan*** consultations and engagement events; and encourage further engagement as we move forward with this project. Working together we can deliver the Plan and a better region for everyone.

INTRODUCTION

OVERVIEW

This Plan establishes a vision and the framework to deliver a modern, safe, and integrated transport system for the people and businesses of Cambridgeshire and Peterborough. The document is an update to our first ***Local Transport Plan*** (LTP) for Cambridgeshire and Peterborough, published in 2020.

The strategy has been reviewed in consultation and collaboration with key stakeholders, including our two Local Highways Authorities (Cambridgeshire County Council and Peterborough City Council), five District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire), Greater Cambridge Partnership, National Highways and Network Rail.

In updating this strategy, we sought comment, feedback, advice, and guidance from a wide range of consultees and stakeholders in the public, private and third sector including Sub-National Transport Bodies, delivery bodies, industry representative groups, businesses, passenger groups, and community organisations.

The Devolution Deal between government, Cambridgeshire, and Peterborough, established a programme of investment for our economic future, with the aim of doubling the size of the economy and creating more good jobs. In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier, and fairer, whilst ensuring that we do not exhaust the resources our children and future generations will need for the future. More and more people are recognising that we do not just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

Since the Devolution Deal was enacted, much has changed – Brexit; the lasting impact of the Covid-19 pandemic; increased awareness of the need to protect our environment; a greater understanding around the impacts our actions are having on the climate; and our health and wellbeing are all factors that we need to continue to be cognisant of in delivering future growth in a sustainable way.

This ***Local Transport and Connectivity Plan*** (LTCP) is inextricably linked and integrated with ours and our partners' strategic direction; whilst being sufficiently flexible to drive change to meet the wider objectives. It helps to shape the overarching direction of travel for transport and our associated schemes, whilst also ensuring that when projects are brought forward these align with our key objectives and help us to achieve our vision, aims and aspirations.

It will do so by:

- In conjunction with our Assurance Framework, providing a rigorous process;
- For transport scheme prioritisation and development, which will ensure that investment is directed to those areas where it can contribute most to the wellbeing of the area;
- Setting the framework for a Delivery Plan to be adhered to and monitored that sets out our spending programme, based on the resources available. The Delivery Plan will be reviewed annually through the Medium-Term Financial Planning process; and
- Truly reflecting our Sustainable Growth Ambition Statement. This Plan identifies how we will deliver against our ambitions for capital development under each of the themes and include outcome indicators to show how we will deliver against those themes.

This LTCP has been developed in line with our current understanding of the emerging national LTP guidance and best practice. It is based upon an extensive evidence base that has been updated since the initial document was published in 2020. When the revised guidance is released, it may be that particular elements of this Plan will need to be revisited and revised to align with any change to government's direction of travel.

It is expected that government will require Plans to focus on:

CLIMATE AND ENVIRONMENTAL CHALLENGES

Government recognises the challenges of climate change and the impact that it is already having on our transport systems. Bold actions will be expected within this Plan to ensure the UK will achieve net zero 2050 to limit global temperature rises, halt the deterioration of the natural environment, and counter the negative health outcomes associated with the impact of transport on air quality. To assist in the attainment of this target, our Independent Commission on Climate in 2021 stated that we would rollout electric vehicle charging infrastructure, which provides a 'right to charge' for residents, workers and visitors in the region whilst ensuring a successful transition towards zero emission bus and taxi fleets by 2030.

ECONOMIC AND FISCAL CONTEXT

This Plan supports good growth within the region, allowing for businesses and communities to thrive and prosper. The aim of this Plan is to ensure that no community is left behind and closely aligns with government's commitment to levelling up.

PLANNING BEST PRACTICE

We have incorporated new best practice for transport planning with this Plan allowing for future changes and innovations to be utilised to meet our vision. This Plan truly aligns with government's move away from predicting future traffic growth and providing for it, towards a more integrated, vision-led approach.

NEW TECHNOLOGY

We will create an environment through which new and emerging technologies can be harnessed and explored to create an integrated transport network that meets the needs of businesses, people, and communities. The use of emerging technologies provides new forms of transport, new tools to manage traffic and networks, digital alternatives to travel, new platforms for innovation, and new techniques to engage with and collect data from transport users. We will use these emerging technologies to best deliver the right outcome for the people and businesses of our region.

ALIGNMENT WITH WIDER GOVERNMENT POLICY

This Plan strongly aligns with changes to transport and spatial planning, legislation and policy since the last guidance was published, including:

- Bus Back Better;
- Equalities Act 2010;
- Future of Freight Strategy;
- Gear Change;
- Inclusive Transport Strategy;
- Plan for Drivers;
- Plan for Rail;
- Transport Decarbonisation Plan; and
- Updates to the National Planning Policy Framework.

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In addition, this Plan has been subjected to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

REASONS FOR NEW LTCP

- The election of Mayor Dr Nik Johnson and change in values and focus
- CPCAs Independent Commission on Climate's recommendation
- Refreshed focus on sustainable economic growth and how we deliver this even better
- Covid-19 and the long-term effects on travel
- Government's new plans to cut carbon set out in: a) Decarbonisation of Transport Plan b) The Ten Point Plan for Green Industrial Revolution
- Government's new national active travel policies and updated guidance on LTPs

STRATEGIC PRIORITIES

The following is not an exhaustive list; however, it does highlight some of the key policies at national, sub-national, regional, and local levels.

NATIONAL

At the national level there are a range of policies that provide context for the LTCP and have set high level ambitions which this Plan will contribute to delivery of:

- Build Back Better: our plan for growth (2021): Sets out government's plans to support economic growth through investment in infrastructure, skills, and innovation. The aim to support the transition to net zero has strong links to the LTCP.
- Environment Plan (2018): Sets out how government will improve the environment and access to nature thereby enhancing public health and wellbeing.
- Future of Mobility: Urban Strategy (2019): Outlines government's approach to maximising the benefits from transport innovation in cities and towns.
- Gear Change (2020): Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- Great British Railways and the Integrated Rail Plan (2021): Outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways.
- Local Transport Act 2000: Establishes Local Transport Plan's (LTP) as statutory documents.
- National Bus Strategy (2021): Sets out the vision and opportunity to deliver better bus services for passengers across England.
- National Planning Policy Framework (2021): Provides drivers to embed active travel through layout and infrastructure.
- Plan for Drivers (2023): Sets out the government's approach in ensuring the needs of drivers are considered.
- Transport Decarbonisation Plan (2021): Sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- Transport Investment Strategy (2017): Provides context for the levels of funding available and the rationale behind government investment in transport.
- UK Carbon Budget (2021): Sets the legally binding target to reduce emissions.

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This Plan has a strong strategic fit with central government's policies and priorities whilst ensuring that the needs and priorities of our local communities are delivered in a sustainable and effective way.

In 2022, central government published their Outcome Delivery Plan that defined the five priority outcomes for transport. The three that are most relevant for local transport are:

- **Growing and Levelling Up the Economy** – improving connectivity allowing for good growth by enhancing the transport network;
- **Focus on Transport for the User** – improving the transport users' experience, thereby ensuring a safe, reliable, and inclusive network that is available for all; and
- **Reduce Environmental Impacts** – minimising biodiversity loss, decarbonising the transport system and improving air quality to address the challenge of climate change through a range of measures.

GROWING AND LEVELLING UP THE ECONOMY

Our policies and interventions help to deliver good economic growth and boost productivity by improving access and opportunity for all with an aim of increasing social inclusion and reducing the level of deprivation across the region. Through effective engagement with our businesses and communities we are able to make informed decisions to improve the effectiveness and efficiency of the transport system. A combination of key interventions and our pipeline of schemes, will continue to be developed, revised, implemented, and reviewed as new innovative initiatives and mechanisms become available. This will maximise our ability to level up across our region and improve standards for all.

Our communities must be physically and digitally connected if they are to thrive. This Plan puts transport right at the heart of improvements across our region. Transport plays a significant role in enhancing pride of place, unlocking sustainable growth and new housing, improving access to high streets and town centres, connecting people to green spaces, and strengthening links within and between economic centres in the region.

We will utilise new innovative ways to deliver this Plan's aims and objectives and be at the forefront when it comes to trialling and implementing new technologies. These technologies have the ability to change the way people and goods move, resulting in a transformative impact on the sustainability and efficiency of journeys.

We will continue to work with government, passenger bodies, delivery bodies and key stakeholders, such as National Highways, Network Rail, and others to ensure that our proposals fully integrate with planned major or nationally significant transport infrastructure projects, such as East West Rail, Ely Area Capacity Enhancements, and improvements to the A47 and A428. This will ensure that the benefits and opportunities for economic growth are maximised within both our region and for the whole of the UK.

In addition, we will improve access to education and skills opportunities. As part of this it is imperative that we continue to work with partners to improve the transport offer for those in education, especially for 16–18-year-olds and those within our more rural areas. A range of solutions will be considered and developed with partners, with the aim to increase choice and provide real, reliable, sustainable, safe, accessible, timely, and viable transport options and thereby ensuring their continued use. This upskilling of our community will have a significant benefit to the economy of the area and will deliver levelling up across our region.

IMPROVE TRANSPORT FOR THE USER

We will offer transport users real alternatives to enable people to change their travel behaviours through improved transport choices, accessibility, and journey experience. Our measures will use the principles of good design to create high-quality environments within our urban, peri-urban, and rural areas. Our schemes and initiatives will complement and enhance our unique characteristics and respond to the needs of our communities.

Transport across our region will be accessible and inclusive, considering the needs of all those sharing characteristics that are protected under the Equalities Act 2010. It is important that our transport users feel confident and safe to undertake their journeys on their mode of choice.

Central government aims to transform public transport with an aspiration that by 2030, local connectivity is closer to the standards of London; with improved services, simplified fares, and integrated ticketing. We continue our drive towards reforming the bus framework to allow for greater influence and control over passenger transport in order to make it a more viable and attractive option, including a network and service level that is easy to access and navigate.

We have identified areas of high accessibility by active travel, public transport, and digital services. It is important that these locations optimise the use of land, increase density, and consequently reduce private vehicle dependent housing developments.

To address carbon challenges at the local and national level, central government have reinforced its commitment to electric vehicles and associated infrastructure. Government aims to make charge points accessible, reliable, inclusive, and fairly priced with at least 300,000 public charge points to be implemented by the end of the decade. This Plan and its associated ***East Anglian Alternative Fuel Strategy*** and Implementation Plan will deliver the infrastructure needed to support the transition to zero carbon alternative fuels and electric vehicle charging to decarbonise vehicle fleets and improve the user's experience.

The condition of our highways and transport assets impacts on the attractiveness and usability of our network. We will work with partners to ensure that the networks are well maintained and reliable to meet the expectations of our residents and businesses. To reduce the impacts on transport users, we will ensure that our assets are as resilient as possible to the effects of climate change and extreme weather events.

REDUCE ENVIRONMENTAL IMPACTS

Due to the significant focus by local and central government in relation to decarbonising the local transport network, this forms a key objective for our Plan. We have considered a mixture of options available to us to achieve transformational change.

To meet both central government's and our objectives it is important that we reduce the negative environmental and health impacts and deliver positive transformational change through a mix of incentives and disincentives. No single intervention is enough to achieve the carbon reduction necessary to meet our carbon budgets and net zero target by 2050.

This Plan demonstrates how we support the legal limits and targets for improving air quality and reducing emissions, and the legal duty to conserve and enhance biodiversity. This includes identifying the scale of impacts generated by network use and a range of transport measures necessary to help meet these targets, whilst also helping to create healthier, quieter, better connected, sustainable and more inclusive and safe communities. In addition, we will be using a cautious and considered approach when delivering new transport infrastructure projects, especially in relation to new embedded carbon.

The importance of conservation areas and designated sites, such as Sites of Special Scientific Interest, and Sites of International Importance, have been integral in the development of this Plan. In addition, we have considered how to increase sustainable access to natural assets such as parks, green spaces, and water environment (blue spaces).

A CONNECTED REGION

Our Plan is closely aligned to that at the regional level. Strategies that are linked to typically longer travel flows, can be more suited to being considered at a regional scale. Such strategies can include freight, rail, and longer-distance coach/bus travel. It is therefore important that we continue to work closely with neighbouring Local Authorities, Great British Rail, Network Rail, National Highways and Sub-National Transport Bodies to achieve joint ambitions.

This Plan is closely aligned to the further aspirations for the region as outlined in ***England Economic Heartland's Transport Strategy*** (EEH 2021). This document sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth.

OTHER BORDERING BODIES

We also border the Sub-National Transport Bodies of Transport East and Midlands Connect. Whilst not a member of these groups, there are matters such as cross-

boundary transport movements that need careful consideration. We will continue to have positive, proactive discussions to ensure true integration between strategies and strategic schemes.

IMPACT ON OUR ABILITY TO DELIVER

Transport is not limited by Authority, County, City or District boundaries and it is recognised that our residents need to travel to surrounding areas for work and leisure, and residents from neighbouring areas travel into our region. Working with partners will help to improve travel choices and journey experiences for residents through the development and implementation of innovative and tailor-made solutions to meet the aims and aspirations of the people of Cambridgeshire and Peterborough.

We recognise the value and benefits of developing good working relationships with our neighbouring Local Authorities, regional/sub-national and statutory bodies. These include:

- A single voice to funding bodies creating a unified and stronger message;
- More efficient and effective use of resources; and
- Understanding local and regional issues in a holistic way, to ensure greater compatibility in the development of policies and projects.

LOCAL PRIORITIES

The Cambridgeshire and Peterborough Combined Authority was established as a Mayoral Combined Authority in 2017 to make life better, healthier, and fairer for all. As we revise our focus, much of the original purpose and ambition remains with increased attention to address post-pandemic areas of deficit and the impact of climate, energy, and cost of living crises. Our overall strategy aligns with this Plan as we aim to enable a prosperous Cambridgeshire and Peterborough region; one that is more equitable, more environmentally sustainable, and securing good growth for its residents and businesses.

Our overarching ambitions and objectives are set out within our Devolution Deal – to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:

- Accelerating house building rates to meet the local and UK need;
- Delivering outstanding and much needed connectivity in terms of transport and digital links;
- Doubling the size of the local economy over 25 years;
- Growing international recognition for our knowledge-based economy;
- Improving quality of life by tackling areas suffering from deprivation;
- Providing the UK's most technical skilled workforce; and
- Transforming public service delivery to be much more seamless and responsive to local need.

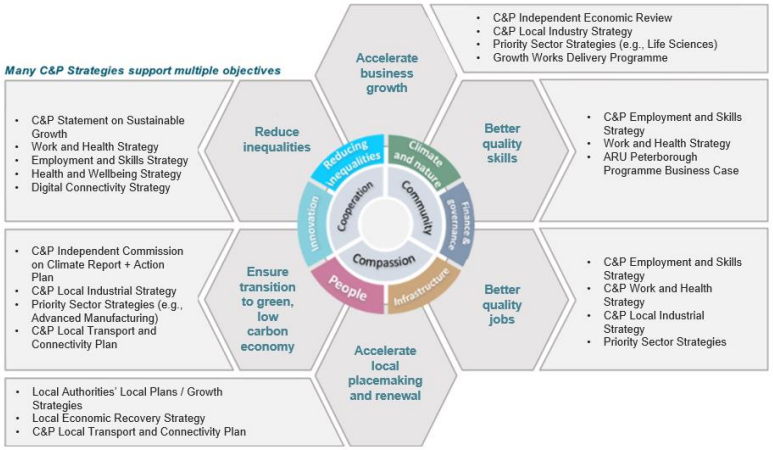
This Plan demonstrates a golden thread and strongly aligns with our vision to deliver:

"A prosperous and sustainable Cambridgeshire and Peterborough. Driven by our values and using our collective voice and strengths, we seek inclusive good growth for an equitable, resilient, healthier, and connected region".

Our strategic priorities provide additional clarity on our areas of focus. Fundamentally these priorities are supported by a strong strategic framework that ensures all delivery is assessed by its impact and contribution to climate and nature, health, infrastructure, innovation and reducing inequalities.

Transport is an enabler. Ultimately this Plan will allow us to achieve our overarching objectives and priority areas of focus, namely:

- Achieving Good Growth;
- Ambitious Skills and Employment Opportunities;
- Increased Connectivity; and
- Enabling Resilient Communities.



LTCP VISION AND MISSION STATEMENT

Transport has a key role to play in achieving our vision, aims and objectives by contributing towards the delivery of our priorities. These priorities have been developed with communities in mind, remaining mindful of the available budgets both now and in future years.

Our key identified transport priorities reflect our commitment to improve strategic connectivity to reduce commuting times, support future development and increase people's life chances and opportunities.

Our vision is:

"A transport network which secures a future in which the region and its people can thrive".

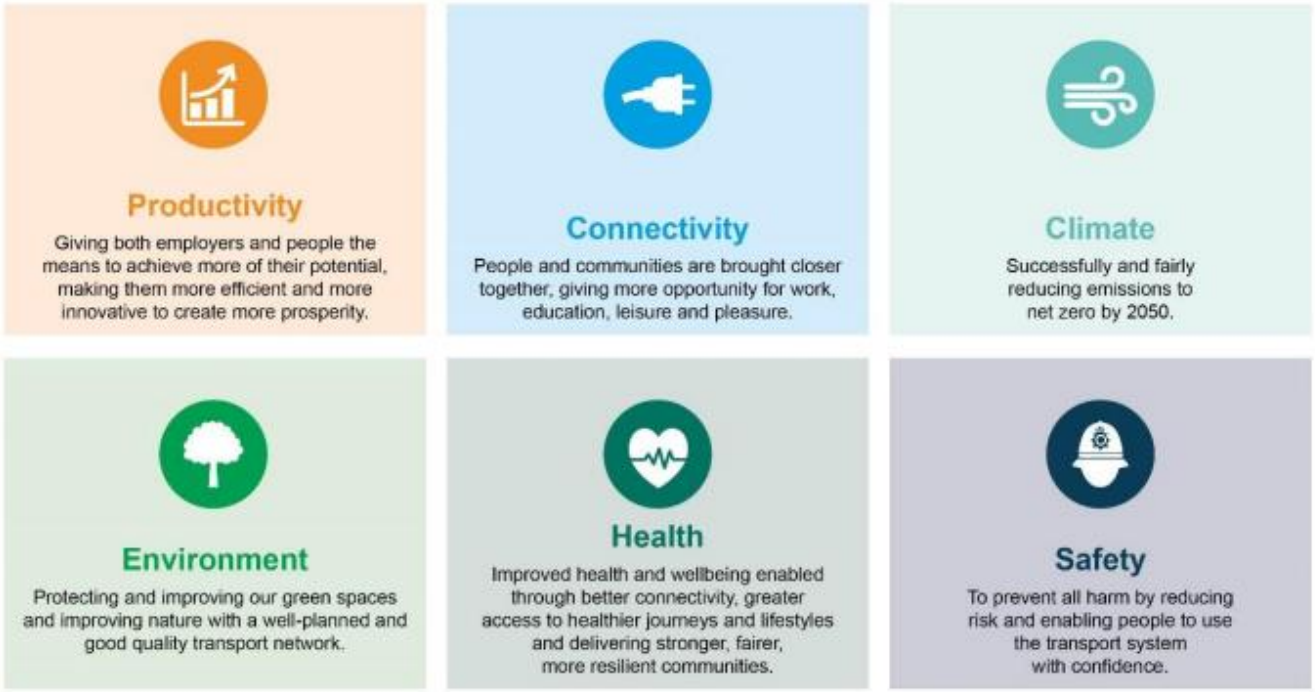
Our mission statement is:

"The transport network must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together. It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy".

GOALS

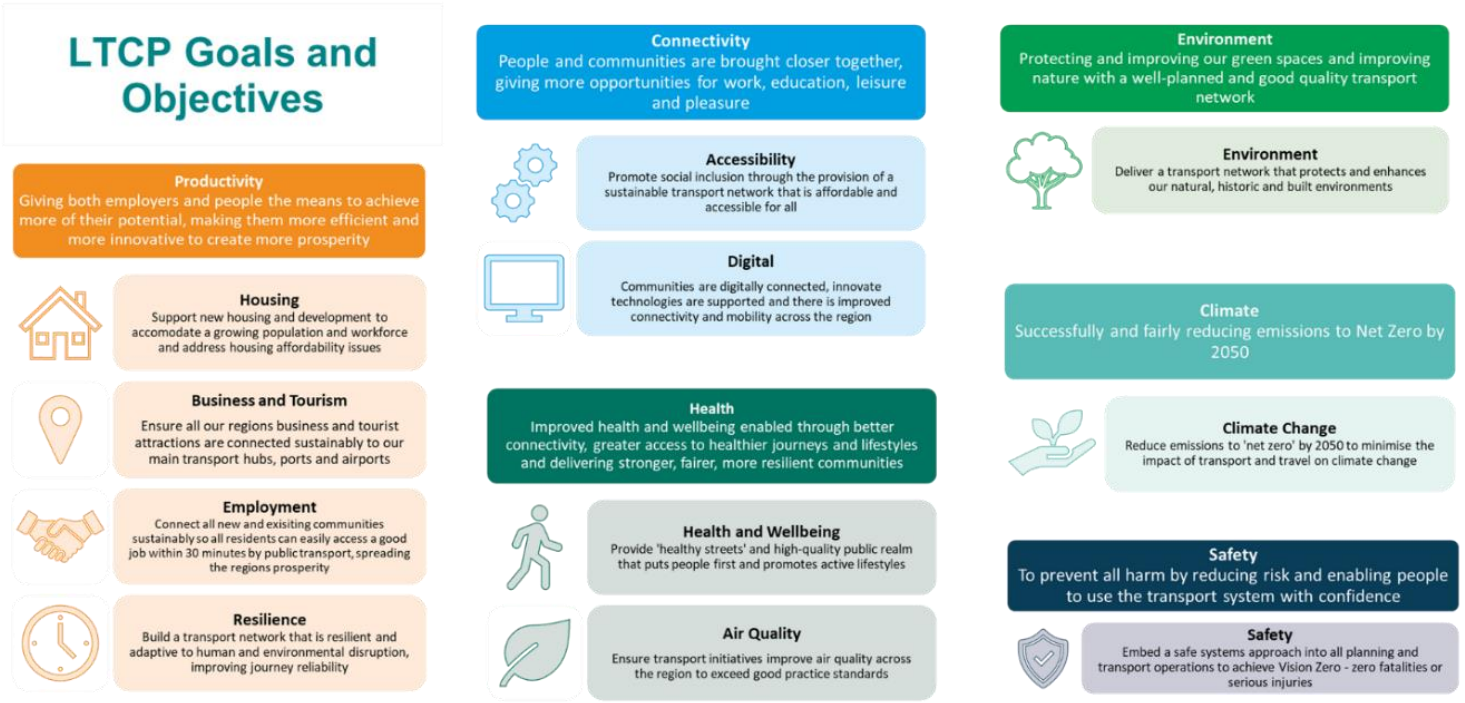
Whilst this vision guides the overall direction of travel for our Plan, we have developed a series of key goals around which the LTCP is focused. These six goals are intended to outline (at a high level) what wider outcomes we want our transport network to achieve in Cambridgeshire and Peterborough.



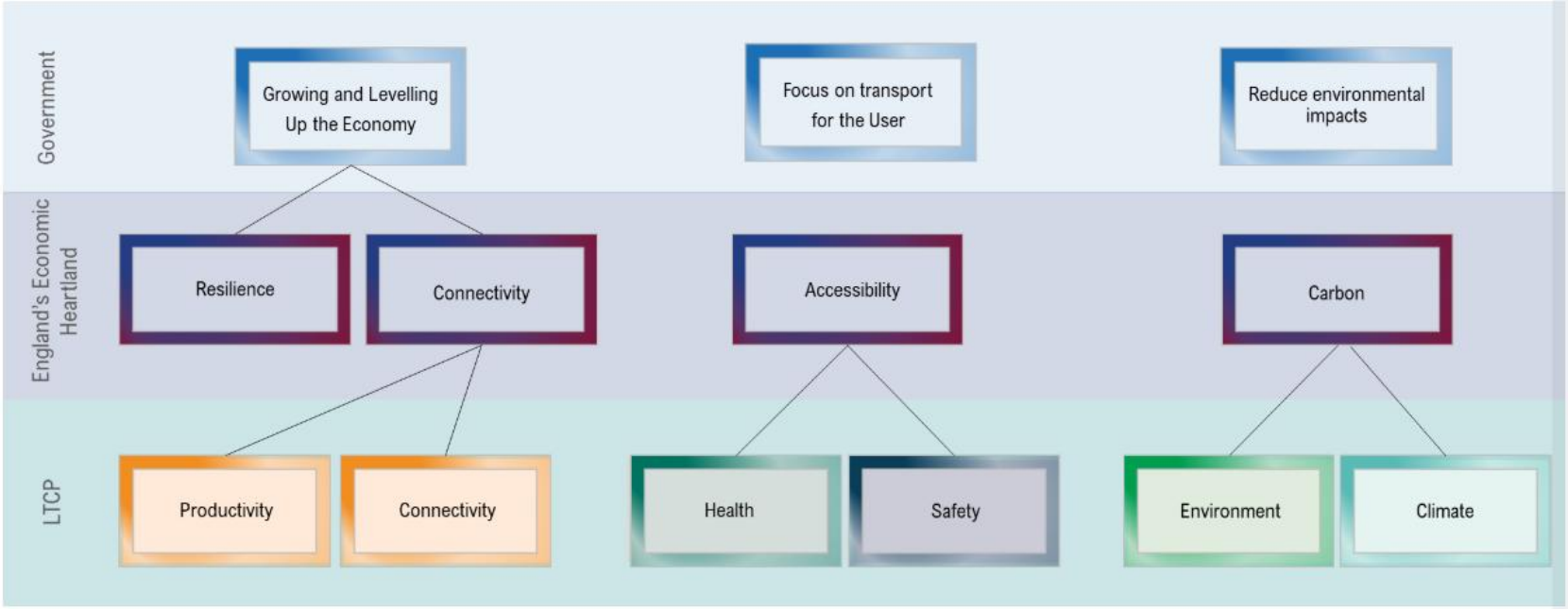
OBJECTIVES

Our eleven objectives strongly align to one of our overarching goals. These form the basis against which schemes, initiatives, and policies are and will continue to be assessed. They have been developed to reflect our aims and aspirations for the transport network and how it can support the wider economy, social inclusion, health, safety and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating good growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making.

The objectives of the LTCP further demonstrates clear alignment between the Plan's vision, goals, and objectives and those of the organisation.



LINKAGES BETWEEN NATIONAL, REGIONAL AND LOCAL OBJECTIVES



MAYORAL AMBITION

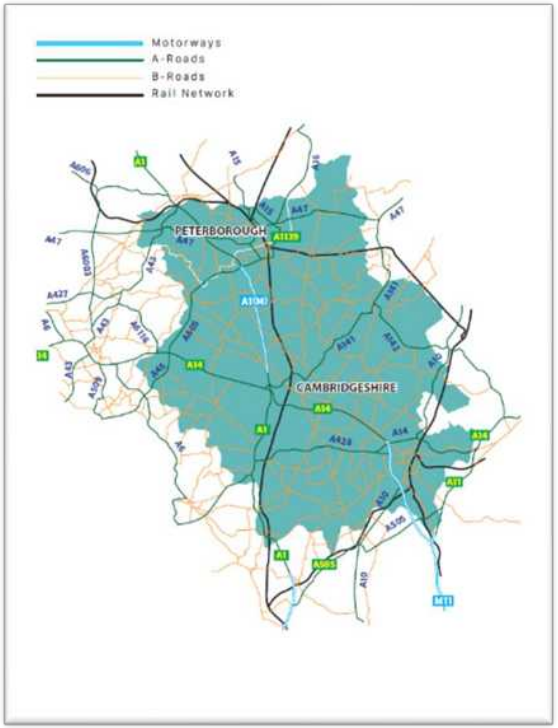
Mayor Dr Nik Johnson aims to leave a lasting legacy that enables improved life expectancy and those additional years lived to be in good health and wealth. Reduced inequality, sustainable growth, more active communities, and a region that celebrates and further enhances its uniqueness on the local and global stage, will be the enduring impact.

Delivering on this ambition through strong partnerships, the Mayor aims to build upon the delegated powers and our achievements to continue enabling the region to grow and thrive. With more connectivity, spreading of prosperity, developing skills, and improving the region's environment and resilience, the Mayor's ambition and areas of priority can be achieved.

SCOPE OF THE LTCP

GEOGRAPHICAL SCOPE

Each District of Cambridgeshire and Peterborough is different and therefore it is imperative that distinct strategies have been developed for the geographical areas of East Cambridgeshire, Fenland, Greater Cambridge, Huntingdonshire, and Peterborough. These are set out in their own specific separate chapters, and each reflects local transport constraints, opportunities, and patterns of growth.



OUR LOCAL AREAS

DEVELOPING THE LTCP

OUR PARTNERS

STAKEHOLDER ENGAGEMENT

Collaboration is a core organisational value. This Plan has been developed alongside County, District and City Council partners from an early phase, including its foundational vision, goals, and objectives.

PRE-ENGAGEMENT

We held a public pre-statutory consultation engagement phase in November 2021 with key stakeholders including local employers, education, and health organisations, as well as members of the public. This phase asked for feedback on the overall vision, goals, and objectives. Mapping was undertaken to identify a range of stakeholders across the region and from a variety of sectors. Communications activities including press releases, newsletters and a social media strategy were developed. The aim was to gain from stakeholders their feedback on what the LTCP should seek to achieve before the full draft of the document was made.

A dedicated website, *yourltcp.co.uk*, was established so people could give feedback in the pre-engagement phase of the Plan's development.

This collaborative and listening-led approach involved an engagement process more rigorous and long-lasting than the usual consultative process. The work with the public and stakeholders at the early phase also raised awareness of the LTCP.

PUBLIC CONSULTATION

Communications on the progress of the Plan continued throughout the full 12-week public consultation that ran from May to August 2022. Members of the public could sign a 'register of interest' updating on the LTCP's progress, including when the consultation would launch.

The consultation involved an in-depth stakeholder engagement plan, which included continued collaboration with local councils and the stakeholders who participated in the pre-engagement. As with the pre-engagement, stakeholders from a range of sectors from private, to public and third sectors were invited to briefings on the draft LTCP where they could also ask questions and give feedback. They included businesses from a range of sectors, passenger groups, delivery bodies, campaign groups, charities, health, and education stakeholders. Information about the Plan was also passed through wider networks in business and public sectors.

The consultation was widely promoted through media, social media, and advertising, including at 800 bus stops in the region, to raise awareness of the consultation.

The *yourltcp.co.uk* website was updated and expanded to serve as a full consultation website where people could read more information about the draft LTCP and take part in the consultation.

Fourteen in-person consultation events were held at various venues across each of the Districts and cities in our area and were advertised in local newspapers and through the local media. Consultation packs and survey forms were also available at local pick-up points in each District, and these could be returned freepost. Consultees could also call a freephone information line.

The consultation questions were broken down into the LTCP's draft vision, goals, and objectives, and then inviting feedback on the overall and regional transport strategies for Cambridgeshire and Peterborough. Consultees could also give more general feedback about the document.

A consultation report and a 'You Said, We Did' document describing how the feedback shaped the Plan was produced following analysis of the consultation feedback and is available as part of this Plan's documentation suite.

OUR STRATEGY

Our Plan is designed to be focused on meeting our ambitious plans and aims to present a clear strategy for meeting our six goals of Productivity, Connectivity, Health, Safety, Climate and Environment.

In June 2021, our Combined Authority Board agreed that our LTP would be refreshed and include the recommendations of the ***Independent Commission on Climate Report*** that stated that measures to reduce car miles driven (including improvements to public transport, trials of on-demand electric buses and infrastructure for walking and cycling) should be implemented to achieve a 15% reduction in car mileage by 2030.

Following thorough analysis by independent consultants, our 15% reduction target (from a 2019 baseline) has been recognised as a very challenging yet an achievable target. Further information can be found in the Quantified Carbon Assessment that accompanies this Plan as a supporting document. The analysis showed that adherence with this target would ensure we align with central government's Climate Change Committee's (CCC) ***Sixth Carbon Budget*** up until 2028. The Intergovernmental Panel on Climate Change's (IPCC) ***Sixth Assessment Report*** reinforced this by stating that we need to take urgent, systemwide transformations to secure a net zero, climate-resilient future. The 10 key solutions outlined by the IPCC to mitigate climate change is outlined below:

The cutting of emissions will require urban planning that minimise the need for travel, as well as the build-out of shared, public, and non-motorised transport. Such a transformation will also require an increase in the supply of electric passenger vehicles, commercial vehicles, and buses, coupled with wide-scale installation of rapid-charging infrastructure.

To achieve the government's carbon targets, our own 15% reduction in vehicle kilometres and this Plan's overarching vision, aims and objectives, we will build on existing measures and develop new ones that align with the following three principles:

AVOID

Avoiding unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes, key services and employment sites, travel planning and levels of digital connectivity.

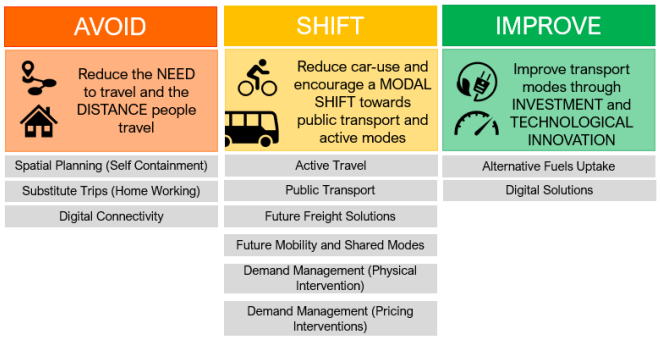
SHIFT

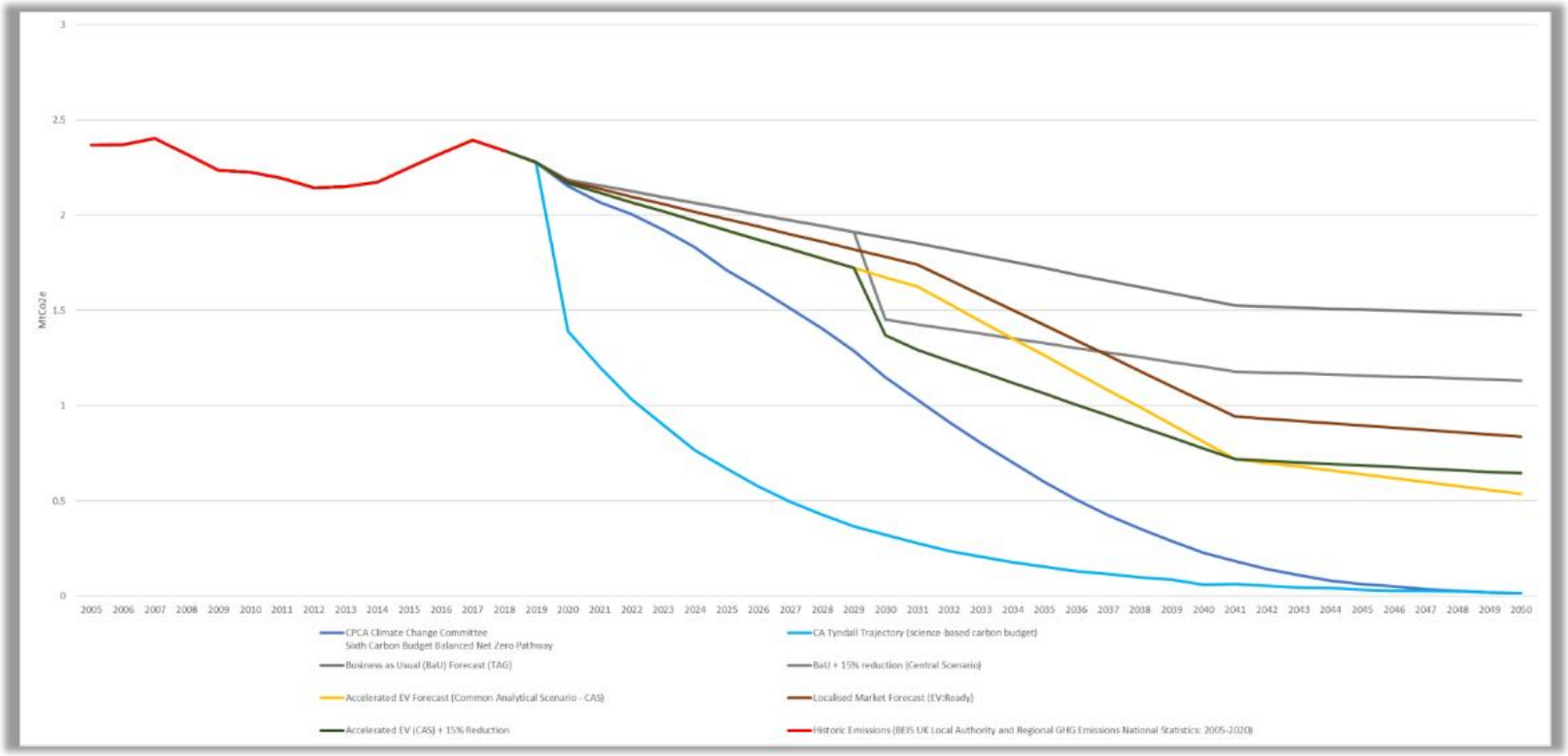
Shifting travel choices to more sustainable modes of transport, including public transport, walking, and cycling, away from car use.

IMPROVE

Improving the operational efficiency and journey experience of our transport network.

The objective of our A-S-I approach is to promote alternative mobility solutions and to develop sustainable transport systems for the people and businesses of the region in order to achieve significant carbon emission reductions, reduce energy consumption and congestion, whilst creating healthier and more attractive places to live and work.





Modelling of influencing factors that can have an impact on decarbonising our transport network, has shown that there is no single intervention which can achieve the scale of reduction in vehicle use we require. As outlined within our Quantified Carbon Assessment work contained within a supporting document to this Plan (undertaken by WSP), of the measures tested, Avoid measures (improved digital connectivity, spatial planning) and Demand Management (pricing strategies and physical measures) have been found to have the greatest influence.

At the strategic level, individual measures have then been packaged together and tested against our target and the Climate Change Committee's pathway aligned to net zero target for 2050. Analysis shows that an ambitious programme of realistically deliverable interventions should achieve our target but will still leave a residual gap in cumulative emissions against the Climate Change Committee's pathway.

This document gives a breadth of options for Local Authorities; however, these will be subject to the agreement of the Highways Authority for Peterborough, and the Highways Authority for Cambridgeshire. In the case of Cambridgeshire, the Highways Authority will also consult with the relevant District Council.

AVOID

NEED TO TRAVEL AND DISTANCE TRAVELLED

The easiest and most effective way of reducing the impacts of travel is to provide alternatives to remove the need to make certain journeys. We will support the development of, and ensure fair access to, online options for education, training, and employment as well as access to goods, services, amenities, and social connections that are key to reducing the need to travel. There is clear value for face-to-face social interaction, and we do not wish to restrict opportunities to travel, however there are a range of options where we can support those who wish to free up the time and cost associated with travelling.

COVID-19 demonstrated the role that digital connectivity can play in enabling many people to work and connect with others remotely. The crisis accelerated the pace of digital adoption in organisations and businesses across many sectors. It showed that digital transformation can help reduce the need to travel through remote working and enable businesses and people to access services and networks online.

Changes in working patterns during the pandemic demonstrated the benefit of home working in reducing commuter travel and the associated emissions. We recognise that home working is not feasible for many job roles, nor will it be practical for those who do not have home environments suitable for work. We will reduce the need to travel wherever possible, working with our Local Planning Authority partners and stakeholders to enable people to live locally and travel less. There are a number of actions that we will support in order to realise the benefits on everyday lives as a result of a reduced need to travel, and these include:

- A wider range of local services and amenities because the population is sufficient to support them;
- Freedom from large, traffic-generating developments which undermine local services;
- Increased rates of walking, cycling and public transport use and decreased car use, in line with transport, health and urban improvement objectives
- Journeys short enough to be made on foot and by bicycle;
- Local services that can be reached on foot, by bicycle and by local public transport, especially for those without cars; and
- More vibrant town and neighbourhood centres.

Alongside more walking, cycling, public and shared transport use, reducing the need to travel and distances travelled plays an important role in providing alternatives to private vehicle use and ~~in tackling private vehicle use whilst~~ improving choice and opportunities for all.

Through the effective planning of services so that they are within easy and accessible walking distance for our residents and users. We will support and empower Local Authorities and communities who wish to consider and develop 20-minute neighbourhoods where appropriate and supported by local partners, including the Local Authority. ~~Where appropriate, and with the support of local partners, including the Local Authorities, we will develop and implement 20-minute neighbourhoods.~~

We will reduce the need to travel by improving digital connectivity (including full fibre broadband, 4G and 5G mobile data connectivity). This will help to reduce the need to travel by providing residents with the ability to work, shop and access services such as medical appointments from home. In doing so we can reduce the number of trips made by the private car, improving air quality, and creating more welcoming places for people to walk and cycle. England's Economic Heartland predicts that if people who used to commute by car continue to work from home for two days per week, this would result in a reduction of 10-12% in peak hour traffic.

Flexible working patterns may also help to spread travel demand peaks, helping to manage the impacts of proposed growth on the transport network. When travel is required, digital connectivity is important for supporting Connected and Autonomous Vehicles (CAV) that need 5G connectivity to safely navigate our highways. In addition, connectivity improves the journey experience as it allows the more convenient use of mobile phones for navigation, real time journey information and booking tickets.

The integration of full fibre infrastructure across our region (within our homes, offices, highways, signage, street furniture, public buildings, and medical facilities) will benefit our residents by:

- Allowing traffic sensors to capture data leading to safer and more efficient journeys;
- Continuing to attract high tech businesses to invest in the area due to good connectivity;
- Increasing our ability to work from home, reducing the need for commuting and transport costs; and
- Providing integrated real-time public transport information.

We will work with local partners to develop and implement accessible local community hubs where a range of services, activities, and opportunities are provided. This will lead to greater social cohesion and reduce the need to travel longer distances or make multiple journeys.

REMOTE WORKING

Remote working reduces the need to travel by private car and in so doing reduces the number of vehicle trips, particularly at peak times. This will contribute to delivery of net zero carbon aspirations, improve air quality and free up road space for walking and cycling.

Since the COVID-19 pandemic we have seen rapid growth in flexible and remote working as this demonstrated the capability for many people to work from home or local hubs. It is expected that there will continue to be a growth in the proportion of people working remotely compared to 2019 levels.

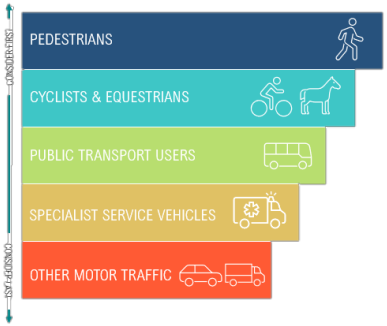
We recognise that not everyone can work from home and there will always be some residents who need to travel to work by private car or van. They will be supported by this Plan through the reduction in car trips and associated congestion via our proposed policies and interventions.

Reducing the number of vehicle journeys will improve air quality and create more relaxing and welcoming streets. It will improve road safety and free up road space for active travel. Remote working may also reduce the need for car ownership, which helps to free up space for other uses like green and communal space and allow current parking to be repurposed.

SHIFT

ACTIVE TRAVEL

We will deliver a clear package of policies, investments, and interventions aimed at ensuring that government's commitments within ***Gear Change*** are achieved. This includes a target that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled. We will prioritise active travel whilst improving accessibility and connectivity for non-motorised transport where appropriate.



In line with government's revised ***Manual for Streets***, our investments will be focused on creating environments that make walking, cycling, the use of mobility aids, public transport, and other new forms of mobility the natural first choice for journeys. The promotion of behavioural change and a renewed focus on active travel investments will provide a genuine modal choice and will support sustainable growth by improving outcomes for health and wellbeing and the environment.

ENCOURAGING A SWITCH TO ACTIVE TRAVEL

Active travel is important to all of us. Even the shortest of journeys from our front door will usually involve a walk, wheel, or cycle for most of us. It becomes an integral part of longer trips too, especially when part of a journey by other sustainable forms of transport such as bus or rail. Given that we are all 'active travellers' to a greater or lesser extent, it is perhaps surprising that the design of places has so often seemed to prioritise the needs of vehicles over the needs of people, creating barriers that discourage people from walking, wheeling, or cycling more often for longer distances.

We must increase the number of journeys walked or undertaken by mobility aids. The argument is compelling as it contributes to almost all of this Plan's objectives as well as government's national priorities. Of all modes of transport, active travel is the least detrimental to the world around us as it uses the least of the Earth's resources, whilst minimising pollution. Its contribution to wider policy areas is significant.

We are an increasingly sedentary society and the consequences of this costs the NHS millions of pounds each year and affects the quality of life of so many people. By embracing active travel in our daily lives, we can easily increase the amount of exercise we get, which in turn helps to improve a range of health outcomes. When it comes to the uptake of active travel across the region, there are large disparities between areas in terms of the number of journeys travelled and consequently the scale and type of interventions that are needed to significantly increase the amount of walking, wheeling, and cycling.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with 29% of journeys to work being made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided people will tend to commute much further by bike than traditionally assumed. Different types of bikes, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people, including those disabled, are making.

Peterborough was also one of three Department for Transport's (DfT) Sustainable Travel Demonstration Towns from 2004-2009 with impressive results showing what can be achieved when revenue and capital funding are applied to deliver a modal shift.

Conversely, elsewhere in the region, rates of active travel are more in line with national averages, especially in rural areas. Despite the topography of the area being ideal for cycling, the lack of road space allocation, poor carriageway condition, perceived and real concerns around safety, lack of connectivity (especially in our rural areas) and conflicting needs of different roads users are among the reasons given as to why people travel by private car rather than active travel modes.

Without investment in active travel infrastructure, travel by these modes will remain a less attractive alternative. This can create a vicious cycle of fewer trips being made by active travel modes, and more being made by private car, contributing towards greater levels of congestion from shorter car trips, a deterioration in local air quality and missed opportunities to improve the health of our local communities. However, there remains a clear appetite to use active travel more often as part of our daily lives, as figures from the pandemic demonstrate. Across Peterborough and all Districts outside of Cambridge city, there was an increase in cycling, showing that when the conditions

are right, people will swap their cars for active travel. The challenge is therefore to recreate those conditions whereby walking, wheeling, and cycling is the obvious and easiest mode of choice for more trips.

When not walking, it is essential to make cycling a natural first choice and therefore we need to make it simple to access a bicycle. The availability of shared bicycles and e-bikes will help to make cycling a convenient option for all people, including those with disabilities. Simple, low-cost access to e-bikes as well as adapted cycles will open this mode up to a wider range of people, including those with disabilities.

This Plan recognises the important link between people and place and the benefits that a high-quality public realm, which encourages increased levels of active travel, can bring to the local economy as well as benefiting the environment. We support interventions that contribute to making active travel the obvious first choice for most short trips, or as part of a longer trip by other forms of sustainable transport. This investment in world-class Dutch-quality walking and cycling facilities will include a network of segregated cycleways across our region, designed where appropriate to accommodate a wide range of non-motorised users including horse riders and carriage drivers. In addition, we support measures that improve and enhance the public realm and that prioritise pedestrians and non-motorised users over vehicles.

The principles of Healthy Streets will assist us in forming our framework for future plans and investment priorities. Measures will be tailored to the individual location as what works in one place will not necessarily be appropriate in another. A range of tools exist that can ~~achieve this and may include interventions such as 20mph zones to~~ reduce vehicle speeds, road space reallocation, and modal filters.

We will support and ~~work with~~ empower Local Authorities and partners who wish to consider and develop appropriate 20-minute neighbourhoods across the region. Within our neighbourhoods we will look to reduce motor traffic, and in doing so, reduce air pollution, noise pollution and road accidents. They can make the character of residential streets more pleasant, inclusive, and safer for people to walk and cycle, whilst creating spaces to play and socialise. Buses would be appropriately routed to provide improved connectivity, reducing traffic levels, and helping to connect people to local amenities.

Where there is support including that of the Local Authority, for the idea of 20-minute neighbourhoods consideration will be given to their appropriateness and implementation. These ensure that within urban areas a complete, compact, and connected neighbourhood is provided, where people's everyday needs can be met within a short walk or cycle. The result of the successful implementation of appropriate 20-minute neighbourhoods could boost local economies, improve health and wellbeing, and increase social connections within our communities.

Active travel measures can create more inclusive communities, as people do not need to be able to afford to run and/or have access to a private car to reach key destinations and opportunities for work, education, leisure, or services. The active travel infrastructure itself needs to be inclusive giving due consideration to the needs of the wider range of non-motorised users. Whilst the focus of this Plan is on walking, wheeling, and cycling journeys, it is recognised that these can overlap and sometimes conflict with those being made for leisure purposes or to access the wider public rights of way network, especially outside built-up areas.

A key focus of our strategy will be the investigation, development, and implementation of key connections within our rural environment to ensure that active travel is a feasible and safe option. Improvements to the public rights of way network itself are set out in ***Rights of Way Improvement Plans*** (RoWIPs). Any new or enhanced active travel infrastructure must protect and consider the needs of those walking, cycling and horse riding as a leisure, recreational or commercial activity from the outset of the project.

New developments provide real opportunities to embrace and proactively promote and encourage active travel. When people undertake a major lifestyle change such as moving house or job, it can be the catalyst for trying something new or rethinking entrenched behaviours. To capitalise on this and to ensure that active travel is the obvious mode of choice for shorter journeys, high quality infrastructure must be provided from the outset. The principles outlined in the ***Manual for Streets***, ***LTN 1/20***, the ***Cambridgeshire Active Travel Design Guide***, and the emerging ***Active Travel Toolkit for New Developments*** must be reflected in new developments. It is important that the different needs of pedestrians and mobility aid users are considered separately to those of cyclists and that internal networks are designed to be coherent, direct, safe, comfortable, and attractive. We will work with our District and City Council partners to ensure that appropriate active travel routes are safeguarded within Local Plans.

Case Study: Chisholm Trail

The Chisholm Trail is an exciting new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station. It will link to Addenbrooke's Hospital and the Biomedical Campus in the south and to the business and science parks in the north. Phase 1 is complete with Phase 2 starting soon.

In addition, new developments need to provide for leisure opportunities to support the physical and mental wellbeing of existing and new communities. This will include the protection and enhancement of the existing Public Rights of Way network.

Where existing highway infrastructure is being maintained or improved, either by our Local Highways Authorities or by National Highways, it is expected that opportunities will proactively be sought to improve or enhance the provision for active travel. Where new infrastructure is being delivered, be it highway, rail, or busway, it is expected that parallel provision for active travel and non-motorised users is planned for from the inception of the project, and opportunities sought to connect with existing provision. Any severance in our existing provision, including for non-motorised users, must be addressed in the planning of the scheme to ensure that coherent networks are maintained and enhanced.

Case Study: Histon Road, Cambridge

The multi-million-pound scheme includes enhanced footpaths, cycle lanes, bus lanes, bus stops and pedestrian crossing infrastructure that will encourage more people to walk, cycle or take the bus along Histon Road, helping to cut congestion and improve air quality. A state-of-the-art CYCLOPS junction has been constructed that facilitates an orbital cycle route separating cyclists from motor traffic and pedestrians at the crossroads of Gilbert and Warwick Road. This scheme was commended by the Chartered Institute for Highways and Transportation for "healthy transport" projects.

In creating more conducive environments for people to walk, wheel and cycle it is reasonable that people want assurance that the places they need to get to are well connected, safe, direct, and pleasant to use. It is recognised that current provision varies especially in our rural areas that are not as well developed, primarily due to low population densities, lack of viable on-carriageway solutions and higher costs due to longer distances. The ***Cambridgeshire Local Cycling and Walking Improvement Plan*** (LCWIP), ***Peterborough LCWIP***, ***Cambridgeshire Active Travel Strategy***, and district-based transport strategies give greater detail on the nature and location of specific improvements.

Case Study: Whittlesey Heritage Walk

This new, bespoke heritage walk was delivered by Fenland District Council and funded by us. It provides a number of walking routes around Whittlesey highlighting key features and the rich history in the area. The routes encourage people to get active and learn about their local area. The walk links to Whittlesea Railway Station and Lattersey Nature Reserve and promotes the National Cycling Network Route 63 that goes through Whittlesey. Accessibility has been improved with resurfaced pathways, additional dropped kerbs and the introduction of additional seating providing regular resting places for people unable to walk longer distances. The route information is accessed through physical information boards located at intervals along the route. Details are available online through a downloadable brochure also available in hard copy and the *Love Exploring* app features the walking routes and includes augmented reality games and trails as part of its unique offer.

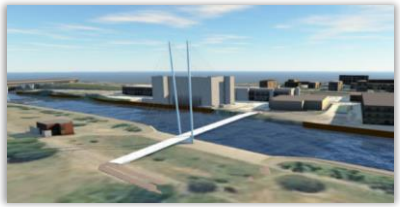
In rural areas, the priority will be to provide new or improved connections to key services in towns and villages, employment centres, transport hubs and places of education that are within walking or cycling distance. Priority will be to improve links from outlying villages to places of education, training centres, transport interchanges and Travel Hubs. Connecting more efficiently and effectively to educational establishments and training centres increases choice for our residents and will allow for greater levels of upskilling across the region. The focus will be on providing routes segregated from traffic or modal filters to reduce traffic volumes where appropriate alternative routes exist. Where highway space is insufficient for segregation, private land will be sought along field edges.

Case Study: Collaboration between East Cambridgeshire and Sustrans

East Cambridgeshire District Council prioritised five routes and commissioned Sustrans to produce feasibility studies to give a better understanding of the factors that need to be considered to deliver the cycle routes and an estimate of the cost. The District Council has recently commissioned a further five studies as these are important our ability to make the case for future investment as they will ensure that we have developed proposals to put forward when funding pots are made available.

In urban areas, expansion of the walking and cycling network will focus on filling in the gaps, removing barriers and identifying new routes to create a safe, convenient, direct active travel network linking to education, employment, public transport hubs, shops, and other services. Improvements will include enhancing junctions, the provision of segregated facilities, speed and traffic reduction measures along main radial and orbital

Case Study: River Nene Pedestrian Bridge



The project will construct a pedestrian bridge to link the Embankment with Fletton Quays, offering pedestrians and cyclists an alternative route across the river, away from the busy main road. It will create a good link from the south of the city to the new university campus. The bridge will extend the city's Green Wheel and play an important part in making active travel the default option for getting around the city centre. This will help boost public health and air quality by reducing city centre traffic.

roads, widening existing or providing new paths and removing or designing out the need for physical barriers.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire & Peterborough Health & Integrated Care Strategy (2022)
- Cambridgeshire Local Cycling and Walking Infrastructure Plan (2022)
- Cambridgeshire Rights of Way Improvement Plan
- Department for Environment, Food and Rural Affair's 25 Year Environment Plan (2018)
- Draft Cambridgeshire Active Travel Strategy (2023)
- East Cambridgeshire Cycling and Walking Routes Strategy
- Fenland Walking, Cycling and Mobility Aid Improvement Strategy
- Gear Change – a bold vision for walking and cycling (2020)
- Healthy Streets
- Highway Code update
- LTN 1/20 Cycle infrastructure design (2020)
- Manual for Streets
- National Planning Policy Framework (2021)
- Peterborough Local Cycling and Walking Infrastructure Plan
- Peterborough Rights of Way Improvement Plan (2016) Second Cycling and Walking Investment Strategy (2022)

PUBLIC TRANSPORT

To successfully meet the vision and goals for this Plan it is important that we deliver an integrated public transport network. This includes accessible, affordable, reliable, safe, and frequent public and community transport; and integrated and seamless interchanges between modes.

We want to encourage shift from the private car to public transport thereby reducing car dependency and helping to meet net zero and our target of reducing car mileage by 15%. A shift away from a car to bus or train makes more efficient use of the available space on the network, as well as offering the opportunity to move higher numbers of those wishing to travel and to do so on vehicles with cleaner and more efficient emission standards, such as electric and alternative fuelled buses and trains.

BUSES

Buses form a fundamental component of our sustainable transport network for journeys beyond distances people can use active travel, allowing people to access key services, training, and employment opportunities. We will improve our public transport offer by developing and delivering the most appropriate financial and operational framework for buses. We want to create a virtuous circle: increasing usage, with reduced operating costs so better services can be sustained without a permanently higher per-passenger subsidy.

Our ambition is to see Cambridgeshire and Peterborough at the forefront of excellent public transport provision. We aim to transform bus travel – offering high levels of convenience and connectivity – not just in our urban areas, but across the entire region, including rural areas and market towns; something not seen on such a scale anywhere else in the UK. We will deliver a fully integrated bus network, serving the needs of the region. We want to make journeys quicker, cheaper, and more reliable, delivering attractive, environmentally friendly services across our area. To do that, we need to improve the whole journey, ensuring that off-bus infrastructure and services complement the on-bus travel experience. We want to totally transform the image of bus travel, so that people feel good about using buses.

Better bus services will benefit everyone. They will provide easier access to health, education, training, and employment opportunities, as well as the ability to reach a wider range of shopping and leisure facilities. Equally, they will provide a real alternative to using the car.

In using the bus, people will be championing a response to the climate emergency and the achievement of a fairer society for all.

The recently adopted Cambridgeshire and Peterborough's ***Bus Strategy*** sets out the ways in which we want to make bus travel more convenient, very attractive and easy to use, such that it becomes the obvious way to make a journey. This means improving

every aspect of the current service, building on the strong foundations already in place, including the Busway, Cambridge Park & Ride, and demand responsive Ting service. Overall, the ***Bus Strategy*** sets out the main principles of how we will achieve our ambition and more than double bus patronage by 2030.

We need to do much more to improve our bus network and address some key challenges that have been highlighted in local public engagement exercises over recent years:

- Bus services do not offer a practical option for many journeys because they are not viable, do not go to the right places at suitable times, or are too infrequent;
- Considered expensive by many and not value for money;
- Inconvenience – 58% of non-bus users cited inconvenience as the reason for not using the bus, seeing cars as a faster and cheaper way to travel;
- Poor reliability – 65% of bus users want to see more reliable bus services, followed by more frequent services and faster bus journey times;
- The attractiveness of bus travel is hampered by inadequate information, difficult to understand timetables, complex fares, and variable standards of services; and
- They may not be co-ordinated to connect with other services and are perceived as being unreliable and offering no advantage over the private car.

Success in achieving this Plan's vision will mean more travel by bus and less reliance on car travel. This in turn will help us maintain economic growth, care for the environment, and improve quality of life. To realise the vision, this Plan and the associated ***Bus Strategy*** seeks to achieve the following:

- A comprehensive bus network, better connecting people to places across all parts of the region and beyond;
- A doubling of bus passengers (based on 2019/20 levels) by 2030. Less traffic and congestion by attracting car users to buses;
- A more affordable network, with simplified fares and capping across the network;
- A more understandable bus network, services, and fares, with clear information at all stages of a journeys and easy ticketing;
- A transition to new, low emission vehicles, providing all the benefits of modern bus travel;
- Better bus infrastructure, including bus shelters and widespread real time information coverage;
- Buses are part of a fully integrated and planned transport system;
- Faster and more punctual journeys by bus, delivered with more, effective bus priority measures to ensure that these help rather than hindering traffic movement;
- High quality passenger waiting facilities; and
- Good quality services with high levels of satisfaction amongst customers.

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The ***Bus Strategy*** aims to set out how bus services will be improved to deliver the goals and objectives of this Plan and Greater Cambridge Partnership's transformation of the public transport network, as part of its City Access programme. The aim of the ***Bus Strategy*** is to pave the way for a bus network that is convenient, attractive, and easy to use, characterised by the following attributes:

CONVIENEINT	• Routes connecting to places and activities that people want to get to; • Services are available in all areas; • Direct routes with little deviation; • Frequent services with limited waiting time in-between; • Services are available all day and into the evening, every day; and • Range of tickets to meet different needs
ATTRACTIVE	• The network is simple and easy to understand; • Buses have a great public image, and everyone like using them; • Services can be relied upon and run to time, without delay; • Cost of using a bus is considered good value for money, with targeted fares offers that incentivise some groups; • Buses run direct and quick; • Buses are clean, comfortable, and pleasant to ride on; • Services are well marketed and there is plenty of clear information in a range of formats, available via different media; • Waiting environment are attractive, offer seating and information, and people feel safe using them; • Pleasant and helpful drivers, able to assist when needed; and • Zero emission buses, offering a quiet and smooth ride
EASY	• A single understandable network that functions as one, with connecting services, branding, and system-wide ticketing; • Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train); • A clear service offer, backed by a Passenger Charter; • Buses run at regular time intervals and with consistent frequencies; • Stable services with minimal changes, removing uncertainty and confusion; • Simple fares with payment through a range of methods; • A system that is accessible and used by all; and • Plenty of information is readily available.

Achieving these outcomes will rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent, and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.

Working with partners, we aim to deliver an enhanced bus network, both in existing areas and at our new settlements, with more reliable, faster, and more frequent services that opens up access to employment, education and services and becomes the natural choice for many more people. Our revised ***Bus Strategy*** and ***Bus Service Improvement Plan*** (BSIP) will aim to ensure that everyone has the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them.

This Plan supports the work of the Greater Cambridge Partnership, who are developing their 'Making Connections project' that aims to provide a competitive, comprehensive public transport network and reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels in order to improve journey times and reduce pollution.

Case Study: Cambridgeshire Busway

16 miles of reserved track stretch from St Ives in the north west to Addenbrookes and Trumpington south of Cambridge. With 18 new guided buses refreshing the fleet at the start of 2020, including a dozen unique three axle 100-seater double-deckers to deal with peak loadings and reduce standees, the Busway, largely running on reserved track at steady 56mph, contributes considerably to reducing congestion along the A14 corridor and around the Addenbrookes Biomedical campus.

GREENING THE FLEET

As well as achieving reductions in vehicle mileage and shifting journeys to sustainable modes such as active travel and an affordable public transport, it is crucial that we ensure our public transport offering is leading the way on the use of alternative fuels, to tackle our net zero and air quality targets.

We will work with local partners to develop a charging network for electric vehicles (EVs); improving public transport through new infrastructure, bus reform and network improvement and replacement electric buses.

We and our partners have successfully secured funding from Zero Emission Bus Regional Areas allocation that will enable us to replace 10% of the most heavily polluting fleet with the electric vehicles entering into operational service in 2023. The bid aligned with our vision to develop and implement a rolling programme to replace 30-35 buses a year across the region to decarbonise the entire network affordably, progressively, and systematically. By funding electric bus charging infrastructure in the region now, we are starting to remove a significant barrier to operator transition to zero emission vehicles by our local bus.

DEMAND RESPONSIVE TRANSPORT

We recognise that we have vast rural and less accessible areas where existing bus travel is sparse or even non-existent. Learning lessons from our Ting trial and other Demand Responsive Transport (DRT) schemes across the country, we will look to tackle this by expanding the bus network into rural areas where this is possible and delivering in other areas.

Case Study: Demand Responsive Transport

We launched Ting (our new on-demand bus service) in October 2021 to support rural communities across the western part of Huntingdonshire. This innovative wide area demand responsive transport scheme uses four vehicles to maintain an anywhere-to-anywhere bus link in real time across 360 sq.km of west Huntingdonshire. The three conventional bus services in this area (each running 1 – 4 round trips daily) are to be merged into the Ting service by registering significant turn-up-and-go flows as part of the DRT offering to create better journey aggregation and reduce expenditure. This service directly supports our ***Bus Strategy's*** vision, giving access for everyone to quick and easy travel. As part of its tender renewal after 12 months of trial operation, two of the vehicles to be used will be new electric minibuses.

RAIL

Cambridgeshire and Peterborough play a pivotal role in the UK rail network, with rail lines heading north, south, east, and west passing through our region. The railway is a national network but a vital local asset helping to transport both people and goods. The rail network is also a vital component in supporting our economic development and addressing social inequalities by providing the links with locations within Cambridgeshire and Peterborough, key regional destinations such as London Stansted Airport and with the rest of the United Kingdom.

We will work and lobby central government, the emerging Great British Rail, Network Rail, train operating companies, Sub-National Transport Bodies, neighbouring Local Authorities, and other partners to champion the needs of the people and businesses within our region. This will include the examination of heavy rail capacity improvements and station delivery.

We will work and lobby central government, the emerging Great British Rail, Network Rail, train operating companies, Sub-National Transport Bodies, neighbouring Local Authorities, and other partners to champion the needs of the people and businesses within our region. This will include the examination of heavy rail capacity improvements and station delivery.

We will promote a range of schemes to help encourage and accommodate a greater use of the rail network. To achieve this, we will continue to work and lobby rail operators to improve services for users to facilitate interaction with the local community via Hereward Community Rail Partnership and local Rail User Groups.

The rail network particularly in the north of the region provides vital east-west connectivity to key destinations in Cambridge and Peterborough; however, it essential that the frequency of these services is improved, including an hourly service between Ipswich and Peterborough. In addition, the East Coast Mainline (ECML) plays a critical north-south connectivity role within and through our region. Improvements on the ECML are needed to ensure that this route continues to function and deliver for passengers and freight travelling to and/or through Peterborough, Huntingdon, and St Neots. We will therefore continue to work with Network Rail and train operators to investigate the viability of increasing the number of trains serving the area.

Case Study: Soham Station

Soham Station was opened in December 2021 that reconnected the community of Soham to the rail network. This scheme has made rail travel easy for people in Soham and the nearby villages; encouraged growth, housing, and jobs in the area; and linked Soham to nearby communities.

Rail has a critical role in supporting planned housing and employment growth and there are significant opportunities to develop and enhance the rail network. We will therefore promote new railway stations in the region, including Alconbury station, the construction of which would provide much needed additional capacity. Where new stations are required to facilitate new development, we will also support Local Planning Authorities in ensuring these are delivered in line with local and central government policies.

We champion and support the delivery of new rail links, such as East West Rail that will transform public transport connectivity along the Oxford to Cambridge corridor. It is important that this route is electrified from Day One of operation. In addition, improving accessibility between March and Wisbech to its rural hinterlands through the provision of a link between the two towns is vital for levelling up our region and addressing social inequalities. This scheme would bring greater employment, educational, retail and health opportunities and housing growth. As this scheme is developed, we will examine the use of innovative technologies to deliver the most appropriate solution.

Improvements to the rail network will also help to increase capacity for rail freight. An increased amount of rail freight will tackle many of the issues associated with freight movement. Therefore, we will continue to support, lobby, and promote nationally significant rail improvements such as Ely Area Capacity Enhancements (EACE), Snailwell Loop and Haughley Junction in Suffolk to enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements. It is imperative that careful consideration is given to rail freight routeing including the important role that the development of EACE and East West Rail can have in ensuring a more sustainable future for the region and the UK.

Key in the rejuvenation of Peterborough is the completion of the Station Quarter. This project aims to make improvements to better connect Peterborough rail station directly to the city centre. This will ultimately create a great first impression of Peterborough for visitors and commuters, cut down on travelling time between the station and city centre, create a safer and more visible route between the station and city centre and improve accessibility for active travel and those with restricted mobility.

Case Study: Peterborough Station Quarter

We secured £48million from the government's Levelling Up Fund bid for the first phase of regeneration of the area around Peterborough Train Station – known as Peterborough Station Quarter. The project involves creating a new western entrance to the station with a car park – to create a double-sided station – with a new wider footbridge over the train lines. This will alleviate pressure on city centre roads, making it easier and safer to travel around the city by bicycle. Green areas with biodiversity, community spaces and better connections to the city centre will make it safer and more attractive for bikes and pedestrians. The enhancement of station will improve rail passenger journeys and encourage more rail travel, which will have a positive economic impact on the city and regionally, as the city is already well connected to key areas of Eastern England and the rest of the UK.

MULTI-MODAL TRAVEL

If we are to increase the use of public transport, journeys need to be easy and attractive. Enabling viable multi-modal journeys is a key part of this. Multi-modal travel underpins our thinking about the various modes of public transport forming one connected system and recognises that these modes are not mutually exclusive and, in many cases, support one another.

The first and last mile of any journey is primarily completed by active travel, and therefore we will work with partners such as Active Travel England to ensure that there is seamless and integrated interchange between modes and passenger transport.

Multi-modal journeys require thinking about infrastructure and service times in a coordinated way. This includes examining ways to improve waiting facilities so that they are high-quality, safe, comfortable, accessible, resistant to inclement weather, and are compatible with active travel modes. We will investigate options for locating new interchange facilities and Mobility (Travel) Hubs in areas which maximise modal shift on to public transport. Appropriate, safe cycle parking at interchanges, synchronised departure times between trains and buses or combined ticketing are all examples of factors that affect the convenience of multi-modal options.

MOBILITY (TRAVEL) HUBS

Interchange is a key aspect of the multi-modal travel experience. Seamless, easy, and attractive interchange between sustainable modes is key to encouraging their use. Therefore, we will focus on a Mobility (Travel) Hub concept as a way to create and improve existing transport interchanges in our urban, peri-urban, and viable rural locations.

Mobility (Travel) Hubs will be developed for the needs of the specific location as no one size fits all. They will range from rural hubs to better connect communities to public transport, through to strategic interchanges at existing Park & Ride sites, railway stations or highway service stations. The aim is that with these rural locations, the hubs will be located in areas that residents can easily travel to by a range of modes before completing the majority of their onward journey by public transport.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire and Peterborough Bus Strategy (2023)

FUTURE MOBILITY AND SHARED MODES

We will invest in future mobility across our region. We will deliver a step change in mobility that is firmly focused on local needs, places, and people; providing significant benefit for all, especially those within our hardest to reach communities that could be left behind as technology moves forwards.

Micromobility offers affordable personal transport options whilst contributing to lowering congestion and carbon emissions. Technological advances in mobility will reduce dependency on single occupancy car journeys through the creation of a connected and integrated transport system. Emerging technologies will promote easy navigation and transition between sustainable transport modes using density and critical mass to support and sustain public transport solutions. We will continue to explore the role that new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, and how best these initiatives are integrated seamlessly into our overarching transport network.

There is an opportunity to use new and developing technologies to help improve freight deliveries. This includes use of initiatives such as consolidated delivery hubs and the facilitation of more sustainable last mile delivery options within our urban and peri-urban areas.

It is expected that the future of mobility will be revolutionised through the introduction of autonomous vehicles utilising artificial intelligence, cameras, and sensors to detect their surroundings and to navigate and avoid obstacles without the need for human input. In the same way that electric vehicles require an appropriate charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. This technology will be explored to provide new links between key destinations and communities. In addition, as part of the Plan's digital policy, we will work with partners to expand and improve our mobile coverage.

Safety analysis has shown that those that use e-scooters generally feel comfortable about their safety. Currently, in Cambridge no incidents of a severe or critical nature have occurred, the most common injury being bruising. To mitigate these, a number of safety measures are in operation, including:

- App to have a reaction test to mitigate intoxicated use;
- Helmet selfie which awards loyalty points for wearing a helmet;
- In person safety events that include giving away free helmets;
- New e-scooter fleet with turning indicators, a reinforced fender and improved suspension to aid shock absorption and impact of cobblestones;
- Online safety school;
- Online safety test; and
- Users can opt to reduce the speed from 12.5mph to 9mph.

Analysis has shown a good participation in the online safety school.

Due to the difficulty in meeting the tax, insurance, vehicle standards and driving licence requirements, private e-scooters are effectively illegal to use on public roads. Whilst in trial areas, users are required to have a driving licence or provisional licence, with insurance requirements and vehicle standards met by the operator.

It is expected that central government will introduce a Transport Bill to provide greater regulation on new forms of micromobility by defining a new vehicle class, Low-speed, Zero Emission Vehicle. We will work closely with central government to understand what this means for our area as we look to develop and implement our own ***Micromobility Strategy***.

Case Study: VOI e-scooters in Cambridge

In the summer of 2020, the DfT fast tracked the introduction of trials for e-scooters to support a green restart of local transport. We, alongside our partners and VOI (operator), launched our e-scooter trial in October 2020 in Cambridge, with e-bikes in circulation since February 2021.

Since the e-scooter trial started a number of lessons have been learned and it has quickly become an important service for residents and visitors with the number of users continuing to grow. Users tend to be under the age of 34 and predominantly male. Whilst the difference in male and female usage of e-scooters is consistent with national analysis of micro-mobility, more can be done to improve female participation.

Whilst e-scooters do not have the same health benefits as active travel, some activity in using an e-scooter is involved and appears to attract those who would not have considered micro-mobility previously to switch their use away from cars.

E-scooters within the trial offer an affordable way to travel with discounts available for students and those on a low income. The trial has currently been extended to the end of May 2024 and we will continue to look at ways to learn lessons to ensure the appropriate implementation wherever possible across our region.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Future of Mobility: The transport system
- Future of Mobility: Urban Strategy
- The Grand Challenges

FREIGHT

The country's and region's freight should be economically efficient, reliable, resilient, and environmentally sustainable and its needs to be considered alongside those of other users.

The freight system helps meet the UK's most essential needs: it supplies food to supermarkets and fuel to petrol stations, carries medical products to hospitals, and delivers letters and parcels to homes and businesses. The freight system plays a vital role in supporting economic activity: it transports raw materials and intermediate products to factories, goods to ports and products to retailers, supporting manufacturing, exports, and consumers.

Our communities depend upon regional, national, and international connectivity to drive economic prosperity. We must ensure that our businesses are connected sustainably to the main transport hubs, ports, and airports. However, we also recognise the many challenges that moving goods and freight between hubs, businesses and homes brings, and we will look to ensure that this is done in a safe, efficient, and sustainable way.

We will encourage the sustainable distribution of goods through minimising road-based travel and the associated environmental impacts of road haulage. It seeks to maintain economic efficiency and help improve the quality of life for the residents by reducing the environmental impact of freight movement and reduce the impact of HGVs on inappropriate routes (e.g., through residential neighbourhoods and areas with weight restrictions).

A key priority for the Plan is to shift goods and freight movements on to more sustainable modes of travel. Encouraging all those involved in moving goods and freight to use alternative fuelled vehicles will be a priority.

We will look to utilise a first/last mile strategy for deliveries. Electric last mile delivery vehicles are increasingly desirable, but it is important to balance sustainability and environmental consciousness whilst lowering fuel bills and significantly less vehicle

maintenance. We will work with partners to actively encourage the more sustainable first/last mile delivery strategy is implemented within our urban and peri-urban centres, wherever possible.

We will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network, and moving it across the region more sustainably. These interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish. We will work with neighbouring Local Authorities and partners to look at schemes and initiatives that improve access to London Stansted and London Luton Airports.

Rail improvements such as East West Rail, Ely Area Capacity Enhancements (EACE) and Snailwell Loop schemes within our region and Haughley Junction in Suffolk will enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

We recognise that road freight, both strategic and local, continues to play a huge role in our region and to that end, we will aim to make this more efficient, safer and to shift this to more sustainable fuelled vehicles. For example, we are currently working in partnership with National Highways to assess the viability of improvements to the A47 that would significantly enhance east-west movement. We will continue to work with England's Economic Heartland to understand the complexity of movements in and through the Oxford-Northampton-Peterborough corridor and promote the appropriate schemes that emerge from this study. In addition, we will continue to work with other neighbouring Local Transport Authorities to address east-west and north-south movements, including the A11 and A505.

One of the three key areas of concern identified by England Economic Heartland in its ***Freight Study*** of 2019 was the lack of appropriate lorry parking facilities. We have also identified this at the local level and therefore we will continue to work with partners to deliver more and better overnight parking and stopping facilities for drivers of Heavy Commercial Vehicles (HCVs). Through collaborative working with our partners, we will look to locate freight distribution centres in areas that facilitate more sustainable and effective movements. Our position in relation to freight will be further enhanced through the development of a series of Quality Freight Partnerships.

Given freight's role as a major road network user, improving freight operations will help reduce conflicts with other modes of transport, pedestrians, and cyclists. Safety remains a fundamental consideration for freight and the movement of goods. We will continue to work with partners, particularly our Local Highways Authorities, to ensure road freight moves on the right routes, utilising appropriate route mapping to reduce conflicts between HGVs, HCVs and other road users, particularly vulnerable users.

We will continue to work with partners to develop and implement an appropriate ***Freight Strategy*** for the whole region. This will consider the efficient movement of goods and services. This will balance the needs of the local community and environment with those of the freight sector. Through this strategy, we and our partners will:

- Encourage freight operators to use specialised satellite navigation systems that produce specialist information for HCV drivers;
- Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions;
- Liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests;
- Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which can be directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate. This will ensure that diesel vans and trucks can be excluded from key urban areas by 2030, with local zero emission options presented where appropriate;
- Support constituent Councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and developments with a high generation of HCV traffic;

- Supporting constituent Councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes and other sustainable modes;
- Understand the region's agricultural traffic movements and how these can be better accommodated to reduce their adverse impact on the transport network; and
- Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of well-being overall.

The deliverables of the ***Freight Strategy*** will be monitored and updated on a regular basis to ensure that the changing demands of the freight sector are considered and subsequently examine how new, emerging initiatives can be utilised.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Freight Strategy
- HCV Advisory Route Maps

TRAVEL DEMAND MANAGEMENT

If we are to meet the challenge of climate change in a meaningful and effective way including our local target of reducing the number of vehicle kms by 15%, we need a radical rethink about how we use road space and its allocation between different, often competing, modes. Demand needs to be managed appropriately to enable us to meet our local objectives as well as national priorities and give greater priority to active travel and public transport in order to rebalance the transport network that has previously been predominantly designed around the private car.

There will be situations where it is necessary to actively discourage private car use. This may include consideration of demand management measures to help tackle local traffic and the associated issues. Travel Demand Management (TDM) is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time.

Our effective TDM approach is based around four key pillars: the creation of capacity; the provision of genuine alternatives through a safe, integrated network; network management; and travel behaviour change solutions.

The use of a package of TDM measures should allow us to bring forward a number of benefits to the local community and their use will be investigated in specific locations. It is essential that when any TDM project and associated measures are developed, due consideration is given as to whether they are appropriate to the environment and communities whilst considering localised demographics, challenges, and issues.

For any TDM to be successfully implemented, it is important that the following success factors are taken into consideration:

- A clear definition of the problem to understand the size of the challenge in the local environment;
- Due consultation and engagement when shaping the appropriate TDM scheme for the local environment;
- Information provided to the audience must be of the highest quality, thereby ensuring trust and credibility in the process is maintained;
- Level of support and endorsement from public sector partners to provide the relevant leadership;
- The ability to track and monitor the impact, thereby enabling the necessary changes as lessons are learnt at the local level;
- The provision of a range of alternative travel options; and
- Time and resources available to implement the programme.

Any decisions on the mix of TDMs that might be deployed, the relative priority accorded to such interventions and their potential timing, will depend on the effectiveness of the policy levers in achieving the goals and outcomes of the strategy and other considerations. Any proposals in the longer term for demand management would need to be subject to full public and stakeholder consultation including Local

Authorities, allowing the decision makers to consider public attitudes alongside other salient factors before concluding.

We will investigate demand management measures, where appropriate, in order to shift ~~discourage~~ private car use, ~~engaging with~~ empowering Local Authorities ~~and~~ to engage with key stakeholders during the development of any schemes. It is recognised that fiscal measures could be used to help manage demand and/or generate revenue that can be used to support other sustainable transport measures. ~~We will support~~ Where there is local support, we will assist our Local Authorities in the exploration and appropriate implementation of these as a mechanism to create space and raise revenue which in turn will improve the reliability, speed, and frequency of public transport, as well as funding cheaper tickets. All of these issues have consistently been highlighted as barriers to using bus services.

We will support and work with the Greater Cambridge Partnership, Peterborough City Council and Cambridgeshire County Council as Local Highway Authorities to develop a new road user hierarchy for the region that will seek to reallocate road space in favour of public transport and active travel where it is practically possible to do so. The review will define a new network hierarchy that will establish the functionality of individual roads and streets to inform policy for its future use and help develop and prioritise future network investment strategies. The review will seek to:

- Define the role of particular types of roads and streets;
- Influence road classification and parking management.
- Optimise the use of radial routes and the ring-road as the main circulatory element;
- Prioritise and inform future investment strategies;
- Prioritise and provide a step change in road-space for active travel;
- Promote and better manage bus movements within city centres;
- Reduce and/or prevent the use of inappropriate routes whilst encouraging the use of the most appropriate routes for general traffic;
- Reflect developing transport plans for the area; and
- Set modal principles for the operation and management of the road network.

We will support the roll out of Civil Parking Enforcement where supported by individual constituent Councils, through the creation of Civil Enforcement Areas (CEAs) and Special Enforcement Areas (SEAs). This will enable our partners to effectively manage and enforce on and off-road parking areas to prevent inconsiderate parking, improve access, support local economies and business and contribute to reducing congestion and improving air quality.

The most sustainable locations for new developments are generally in locations that are already well served by public transport and in close proximity to existing services. Road space in these locations is often already at or approaching capacity and existing congestion means that additional non-essential vehicular movements would be unacceptable in terms of place making, air quality and highway capacity. We support the principle of trip budgets for new developments that limit the number of vehicle trips allowed to and from a site and supported by reduced levels of parking.

IMPROVE

ALTERNATIVE FUELS

To successfully meet our climate change objective, it is important to minimise the impact of transport and travel on climate change. We understand that climate change requires interventions at the local level. By committing to a target of net zero carbon by 2050, the region must be at the forefront of driving reductions in emissions from the transport sector.

Active travel and the use of public transport have a significant positive environmental and societal impact but there will still be a need for the car for some people, especially within rural areas where public transport may not be accessible and those people with reduced mobility or disability to have the opportunity to switch to an ultra-low emission vehicle (ULEV). This will significantly reduce environmental impact and be part of a wide range of tools to help us to achieve net zero. All the major manufacturers now offer electric vehicles as part of their ranges, and in 2022 23% of new cars sold were ULEV (with battery electric cars outselling diesels).

Case Study: School Streets

This proactive initiative for schools aims to help tackle pollution, reduce congestion and road danger as children and families make their way to and from school. It promotes a healthier lifestyle, and safe active travel that results in a better environment for all. The scheme temporarily closes roads outside the entrance of a school, enabling it to become a foot, cycle or scoot lane during the school's busy opening and closing times. After a successful temporary roll out during the pandemic, many more schools were keen to get involved. There are now currently 14 'School Streets' in operation and the further funding will be used to establish more school streets with interested schools where possible.

Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option. Currently, the more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while our more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. In Peterborough, rapid charging network for taxis were installed in 2019 that has resulted in a number of drivers switching from an internal combustion engine to an electric taxi. If widespread roll-out of electric vehicles is to become a reality, a concerted effort is needed to provide better charging provision across our geography.

There are several barriers to uptake of EVs and hydrogen vehicles in our region and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network;
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles;
- Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points;
- Lack of rapid charging points in key locations;
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc; and
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points.

The ***East Anglian Alternative Fuels Strategy*** (EAAFS) and the associated Implementation Plan contained within our ***Electric Vehicle Infrastructure Strategy*** will ensure a continued focus on the development of the appropriate infrastructure. It is expected that for autonomous vehicles to be effective, 5G coverage will be required. 5G is currently unavailable in some areas of our region but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

The implementation of the EAAFS is key in ensuring that the impacts of climate change are addressed at the very local level. This focuses on how the uptake of alternatively fuelled land vehicles can be boosted, what and how much infrastructure (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. The alternative fuelled vehicles covered in this strategy include battery electric, hydrogen fuel cell and renewable natural gas vehicles.

To conclude, we will therefore support the development of a low carbon transport system through supporting change to new vehicle technologies and lower carbon fuels; promoting lower carbon transport choices; encouraging a transfer to lower carbon vehicles; and education on lower carbon transport issues.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire and Peterborough Independent Commission on Climate Report
- East Anglian Alternative Fuels Strategy
- UK Electric Vehicle Infrastructure Strategy

SAFETY

Improving road safety is a fundamental part of our approach and is an absolute priority. Road safety is a key component and a key driver in everything we and our partners deliver.

We all have a responsibility for road safety – either as road users, Local Authorities, or transport providers. It is important that we improve the perceptions of safety as these can often be barriers themselves. We have seen significant progress in reducing road casualties during the early part of the century, however since 2010 this progress has stagnated and requires considerable attention to achieve further reductions in the coming decades. The number of deaths and injuries on our roads is still far too high.

In 2020, 395 people were killed or seriously injured in our region with 435 KSIs in 2021. Currently 19% of KSI collisions involve cyclists, and a further 9% involve pedestrians. We need to provide a safer road environment that gives people the confidence to make a shift to active travel modes. In addition, it is important to manage potential conflicts between cyclists, equestrians, and pedestrians (and other modes such as e-bikes, e-scooters, scooters) and the specific issues faced by the disabled.

As well as having a devastating effect on the lives of the people who have been injured, but also their families and friends, serious collisions can deeply affect many people in the wider community and extended road closures can have serious consequences for the road user and the economic prosperity. The annual cost to society of road accidents is estimated to be £822 million and the suffering that it inflicts on the injured and the bereaved is immeasurable.

We will work with our partners to deliver improved safety across our transport network. It is essential that we and our partners continue to seek to identify, analyse, and develop solutions to transportation hazards through the embedding of safety conscious planning. This will address highway, public transport, pedestrian, bicycle, equestrian, private car, and heavy vehicle safety. We will continue to work with partners to create active travel routes that reduce the number of interactions with freight vehicles and buses.

Case Study: Road Safety Training

Peterborough City Council offers a programme of road safety education to both primary and secondary schools across the city. As demonstrated in the picture, this includes pedestrian training for school children to teach them how to walk to school safely and encourage travel to school by active travel modes.

We will continue to work with the Cambridgeshire and Peterborough Road Safety Partnership and other agencies, such as the Police and Fire Services to provide a safe transport network. The Road Safety Partnership deliver, influence and support evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training, and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to 'zero tolerance' of transport-related deaths.

We will continue to work closely with the Cambridgeshire and Peterborough Vision Zero Partnership to achieve our overarching safety goals – with regular direction given to and from the Combined Authority Board.

The aim of Vision Zero is to have zero road fatalities or life-changing injuries on the region's transport system by 2050. This will ensure we contribute to the global commitment to improve road safety made through the ***Stockholm Declaration***. This ambition sets the tone of what we are seeking to achieve. We will continue to adopt local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries using a 2021 baseline, this is a suitable target for the Vision Zero Partnership.

We will work closely with the Local Highways Authorities to unlock and secure funding for road safety interventions and to develop a system led approach to tackling network safety.

Case Study: Bike It

'Bike It' is a programme to create an active and sustainable travel culture in our school communities, to improve health and well-being and to reduce carbon emissions and congestion. It is all about helping children get fit and healthy by teaching them the skills they need to cycle and scoot responsibly. Peterborough has delivered Bike It across all its primary schools for nearly a decade.

We will investigate the appropriate implementation of 20mph zones in urban areas and will continue to utilise road safety initiatives such as 20mph in built-up areas; to reduce speeds, improve levels of road safety and encourage walking and cycling as day-to-day forms of travel.

Well-designed streets and public spaces increase the attractiveness and safety of the environment thereby helping to improve people's health by reducing social isolation, which is harmful for physical and mental health. Our transport system will make it easier and safer for all of society to walk, cycle and wheel to the shops, schools, and other amenities.

We will include measures that promote inclusivity for those more vulnerable in society of whom personal safety issues is more acute.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Joint Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy
- Rights of Way Improvement Plan Statements: Cambridgeshire County Council and Peterborough City Council

DIGITAL SOLUTIONS

Digital connectivity is a vital contributor to meeting the challenges facing our region, such as sustainable growth, climate change mitigation, the management of scarce resources including water and energy and improving people's life chances through the provision of access to retail, leisure, education, and health facilities. Faster, more reliable digital connectivity, such as fibre ducting delivered alongside transport infrastructure where appropriate, will provide improved connectivity between businesses and to homes. In addition, this will provide greater working flexibility, taking the strain off the transport network and allowing better management of our transport networks, improving travel time reliability and ultimately, making our journeys safer.

We will work with partners to develop and implement a transport app for the region. This app aims to deliver a one-stop travel experience and will include information on active travel options, accurate and efficient bus and train maps, schedules, real-time navigation, and arrival information and the locations of key destinations, stops and interchanges. In addition, work will be undertaken to ensure that the app allows for the purchase of ticketing. The app would provide users with tailor-made information

whilst improving the perceived reliability of services, increase perceived safety, reduce anxiety while waiting, and build a positive image for transport in the region.

Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that we remain at the forefront of digital connectivity in terms of:

- Digital adoption, access, and inclusion;
- Fixed broadband connectivity;
- Mobile connectivity; and
- Smart infrastructure.

A key component of this Plan's suite of document is the ***Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy 2021-2025***. This will deliver a future facing, long lasting digital infrastructure that will ensure that residents and businesses have the access they need to digitally connect.

We will deliver a future facing, long lasting digital infrastructure that will ensure that digital connectivity is available to all. This will:

- Attract investment in fibre broadband and mobile connectivity infrastructure to strengthen the local economy and create jobs;
- Ensure businesses have access to leading-edge digital connectivity to help them grow and succeed;
- Improve internet access to reduce digital exclusion and health inequalities; and
- Use 'smart' technology to support sustainable lifestyles and mitigate climate change.

Superfast and full fibre broadband coverage figures are above national average and ahead of government targets. Most homes and businesses can access partial/full fibre superfast broadband, and over 80% of premises can access gigabit capable broadband offering future proof speeds of up to 1000Mbps. This is a notable change from when the programme first started with coverage well below the England average, with less than 60% superfast broadband coverage.

Free public access Wi-Fi is available in our cities and most of our towns as well as libraries and all Local Authority buildings. Fibre ducting that has been integrated in transport schemes has already been used by fibre providers to extend their fibre networks and avoid the cost and disruption of installing new ducting.

We continue to be actively engaged in *Project Gigabit* that aims to ensure that gigabit-capable fibre is provided in our harder to reach areas to complement commercial investment and delivery. In addition, our Highways Authorities have implemented an innovative "dig once" policy where fibre ducting is integrated in transport infrastructure schemes, minimising cost, and disruption of retrofitting fibre infrastructure, and saving carbon emissions by reducing congestion and encouraging suppliers to extend fibre networks

Case Study: Gigabit Project

Digital Connectivity – superfast and full fibre broadband coverage figures are above national average and ahead of the government's targets;

The 30% full fibre target by 2022 was reached more than a year early and the gigabit capable coverage climbed rapidly to 50% by 2021; and

More than 98% of premises can now upgrade to superfast broadband speeds of at least 24Mbps and less than 1% of premises that are harder to reach get below 10Mbps. This is a notable change from when the programme first started with coverage well below the England average at the time at less than 60% superfast broadband coverage.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- CPIER - Cambridgeshire & Peterborough Independent Economic Review
- Connected Nations 2022: UK Report

NATURAL, HISTORIC, BUILT ENVIRONMENT

We are fortunate to have exceptionally high-quality natural, historic, and built environments that have positive impacts on our residents' quality of life. It also boosts tourism and helps to attract businesses to the area. We want to deliver a transport network that not only protects these environments, but also enhances them.

Our transport network can have an adverse impact upon our environment, from air pollution and emissions, noise and vibration, physical damage to buildings, light pollution, reducing the aesthetics of an area and of course by damaging and removing space for plant and animal habitats (biodiversity). This Plan and our schemes and initiatives will ensure that the transport network mitigates any negative impacts and in fact strives to improve the environment.

NATURAL AREAS AND BIODIVERSITY

We will help our communities to become high quality, sustainable environments where people want to live, work and visit. We have also set out a vision to double nature through increasing the area of rich wildlife habitat and natural greenspaces. As such, we are committed to the adoption of biodiversity net gain principles which mandate that all new developments, including new transport infrastructure, must leave the natural environment in a measurably better state than beforehand. This will help to turn around the decline in biodiversity experienced across the country over the last 50 years. From November 2023 most new developments will need to achieve an uplift of at least 10% in biodiversity. We have set out an ambition to go beyond this, encouraging an uplift of 20%.

We will integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment during construction and operation.

Our schemes and initiatives will be considered in the forthcoming ***Cambridgeshire and Peterborough Local Nature Recovery Strategy*** (LNRS). Introduced by the Environment Act 2021 this will establish priorities and map proposals for actions to drive nature's recovery and provide wider environmental benefits. We are responsible for developing the LNRS in line with guidance published in March 2023.

To double the area of rich wildlife habitat and natural greenspaces under management by 2050 we will work with partners to try and prevent the transport network we deliver in the future doing harm to the existing built and historic environment. This Plan will play a key role in helping to maintain and improve 'the sense of place' in our cities, towns, and villages, as well as our rural countryside. New transport infrastructure should seek to deliver an uplift of 20% biodiversity net gain.

The delivery of any new transport infrastructure will include the appropriate processes and assessments, as required by the Local Highways and Local Planning Authorities, as well as adhering to the necessary national policies.

Having a well-planned and good quality transport network will help to link where we live and work to our green spaces and important historic environments. In addition, we will support partners in ensuring we have well-designed streets and public spaces, creating a sense of 'place' to help increase the attractiveness and safety of the built environment in our cities, towns, and villages. This is vital in not only improving the physical health of our communities, but also the mental health too. Isolation is a huge issue in rural areas and in vulnerable communities, such as the elderly, and having access to attractive open spaces as well as important historic and natural environments is crucial.

We will put people and the environment at the heart of transport design and decision making.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire and Peterborough Local Nature Recovery Strategy

NETWORK MANAGEMENT & RESILIENCE

Cambridgeshire County and Peterborough City Councils are our Highway and Streetworks Authorities, responsible for a range of management functions. These include working to manage congestion, highways infrastructure and on-street parking. These functions play a role in helping to deliver our vision and encourage the use of walking, cycling, public and shared transport. Our transport user hierarchy reflects these management functions to complement policies outlined previously.

Our streets and roads are vital pieces of transport infrastructure. The vast majority of all trips take place on them, be these by foot, bike, mobility aid, micromobility, public transport or by car. Our streets and roads are also places; from local neighbourhood roads to busy high streets, they play different roles in the lives of people and businesses. The region is also home to roads on the Strategic Road Network such as the A1, the M11 and A14, as well as numerous key rail routes of both local, regional, and national importance.

The continued management and performance of these key pieces of infrastructure is crucial in ensuring our network runs smoothly and improving this is a priority. We must continue to work with partners to tackle the issues we currently face and to prepare for the challenges that will be brought about by climate change and extreme weather.

Whilst our priority is to reduce private car use and the need to travel, it is recognised that in some cases new roads, widening roads and junction improvements (including those to address accessibility, safety, and health concerns) may be necessary, to ensure a reliable and effective transport network.

However, we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long-term solution for the region's transport network.

NETWORK MANAGEMENT

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people, and freight across the region's road network. It has the potential to influence travel choices by prioritising public transport and active travel.

Central government is proposing to review the Network Management Duty and statutory guidance, to reflect more clearly the current imperatives of decarbonisation, encouraging healthier forms of transport and emphasis on technology. We will respond positively to changes in law where applied to prioritise and facilitate active travel and public transport movement.

Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the A1(M) and A14 to our local roads and town centres. It is important to balance the requirements of communities and stakeholders in decisions that affect residents' ability to access employment, social and educational facilities. This aligns with the government's aspiration to consult on extending fines for overrunning street works at weekends and increasing Fixed Penalty Notices.

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A well-maintained transport network is vital to the economic, social, and environmental wellbeing of the region. It is essential for disabled people who are additionally disadvantaged by poorly maintained pavements and highways. Therefore, with our Highways Authority partners, we will strive to ensure that all of our transport infrastructure will be provided and maintained to a high standard, as inadequate footways, cycleways, railways, and roads present significant risks to all transport users.

It is important that the Local Highways Authority continue to invest in the transport infrastructure to ensure a safe, reliable, and effective network is available for all. We

will work with them to help achieve this. Good maintenance is important for encouraging active travel. Two wheeled modes such as bicycles, motorcycles and e-scooters are more at risk from surface defects. Effective maintenance helps to protect these vulnerable road users contributing to delivery of Vision Zero and creating attractive, accessible environments for walking and cycling.

Traffic congestion risks our future growth and prosperity and one of the biggest causes of congestion is roadworks. Managing our highway network is a critical challenge that requires careful consideration of the need to balance the management of an ageing network and high public expectations with reducing resources, less available funding, and an increased pressure on local government services. We will work with Local Highways Authority partners to help implement their ***Highway Asset Management Policies and Strategy***.

Solutions to manage demand for road space, including during times of maintenance and road improvements, will continue to be explored especially within and between our urban and surrounding areas. Targeted, localised improvements to the highway network will be undertaken to allow for the more efficient movement of vehicles, goods, and people; whilst ensuring that the needs of all road users are considered. In addition, freeing up road space within our main urban areas is key to ensure an integrated, seamless, and sustainable transport network is available for all.

This Plan considers, Highway Authority's statutory asset management requirements, namely:

- That new or amended highway infrastructure is developed and recorded in accordance with the operational requirements and statutory asset management duties of the Local Highways Authority; and
- That scheme design is considerate of the existing highway network, its status and extent, and any associated constraints or prerequisites.

RESILIENCE

The transport network needs to be resilient and adaptable to climate change. The transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We will seek to make the transport network resilient and adaptive to human and environmental disruption.

Many of the impacts from climate change are particularly acute in Cambridgeshire and Peterborough: the risk of flooding, very high summer temperatures and water shortages. We need to act, and act now, to avoid the most damaging aspects of climate change.

Our area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will work with partners to help improve the resilience of our transport network to extreme weather events and a changing climate. This often results in collapsed foundations, adverse camber, broken surfaces, and sink holes especially within our Fens road network. Therefore, we will work with key partners to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable.

ROAD SCHEMES

We are responsible for overseeing the delivery of new highway infrastructure. There are situations where new roads, widening roads and junction improvements (particularly to address accessibility, safety, and health concerns) may be necessary, but this is not a sustainable long-term solution because we have found that road schemes often generate new demand and quickly reach capacity again.

There is substantial national and international evidence of motor traffic 'disappearance', when road capacity is reduced, particularly where there are viable alternatives provided and in areas of excessive demand for road space.

Traffic 'disappearance' research including studies by the Transport Studies Unit, University College London, and Economic and Social Research Council show that large percentages of motor traffic are not just displaced to other roads, but 'disappear' through a range of behavioural changes. These changes achieve the same objectives

in ways that do not require car travel; for example, changing mode or pooling journeys.

However, there are examples where road schemes may be required and will deliver improvements. This includes where access is needed to new developments or where the existing road is unsafe due to the mix of traffic, such as agricultural vehicles.

Case Study: A605 Alwalton Improvement Scheme

The A605 is a key road in Peterborough for public transport, active travel, emergency vehicles, and car-users. Traffic studies showed congestion and delays at peak times because of the traffic joining the A605 from the A1 and too much traffic for the road between Alwalton and the Lynch Wood Business Park junction. The project has seen the Alwalton Village Junction re-configured to improve access, as well as the installation of new pedestrian crossing points, and a new footpath to the south side of the highway. In addition, it also included the widening and enhancing of a stretch of the A605 between the A1 Alwalton Junction and Lynch Wood. This consisted of a new environmentally friendly footpath made of recycled rubber.

We will carefully model our major schemes to ensure that the likely effects on the wider network are fully understood. To ensure that any road schemes align with our transport vision, we will take a 'decide and provide' approach rather than the traditional 'predict and provide' approach. This will include the appropriate environmental assessment and examination of the potential implication on climate change.

SHARED MOBILITY, INCLUDING CAR CLUBS

Shared mobility will help us to deliver our goals by reducing private car use and improving air quality. There are a range of services covered by shared mobility including car clubs, shared cars, carpooling, DRT and micromobility.

Widely available car clubs allow individuals and businesses affordable, reliable access to a vehicle without the need for ownership. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles. If well managed and integrated as part of a wider public transport system, they have the potential to reduce car ownership and increase connectivity, particularly for those unable to walk or cycle.

To support the introduction of new car club initiatives we will develop policies that promote viable and sustainable alternatives to car ownership by ensuring appropriate localities are considered before being introduced.

We will work to develop alternatives to the traditional car club bays which are expensive to introduce and maintain; and will consider the use of zonal permitting in controlled parking zones. This approach allows operators more flexibility to introduce vehicles with low setup costs and with a wider range of area.

Car clubs offer residents an attractive, convenient alternative to private car ownership. This encourages more use of public transport, walking and cycling, whilst giving access to a car when needed. This reduction in the number of cars and the miles driven will improve air quality and make local areas more relaxing and a pleasant environment to live in. Similarly, by reducing the dominance of the private car and reallocating road space to walking and cycling we will further enhance public health and create streets that are welcoming places for people.

Residents in our more rural areas face specific transport challenges and are more likely to use a car. There are challenges associated with introducing car share facilities in these areas, however the provision of zero-emission car sharing will help to increase transport choices and reduce the impact of private cars.

CONNECTED AND AUTONOMOUS VEHICLES

There are more emerging technologies that could significantly change the transport system and contribute to the delivery of our vision. The primary technologies we are focusing on as part of this section are Connected and Autonomous Vehicles (CAV) and Unmanned Aerial Vehicles.

These can improve road safety, improve air quality, and reduce traffic. Whilst the future of these technologies is uncertain, our overall approach is to support them and seek to shape them to ensure we achieve our overarching vision, aims and objectives for our residents and businesses.

We will integrate the needs of CAVs into new infrastructure and maintenance programmes will help to avoid the requirement for later, potentially costlier retrofitting as automation becomes more commonplace. This may also facilitate access to lower-level automation in a wider range of locations.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridgeshire County Council's Highway Asset Management Policy
- Cambridgeshire County Council's Highway Asset Management Strategy
- Peterborough City Council's Highway Asset Management Policy and Strategy

AIR QUALITY

Across our region, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in our region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this Plan.

Removing air quality management areas requires a multifaceted approach, including encouraging better use of active travel modes, improving public transport, and increasing the number of electric vehicles in use. This also has the benefit of reducing greenhouse gases emissions.

We will implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles. Our proposals to improve air quality are directly linked to the key priorities identified by Councils under their air quality duties (such as within our partners ***Air Quality Action Plans***). The key areas identified for action, and to be supported through this Plan, include:

- Improving public health;
- Maintaining low emissions through the planning process, and long-term planning;
- Mandating consideration of electric vehicle charging points for all new or upgraded highway infrastructure; and
- Reducing emissions from taxis, buses, coaches, and HCVs, with the potential to link to TDM measures.

More journeys by active travel will also help to alleviate traffic congestion and improve air quality.

Whilst climate change and air quality are closely related, many measures to reduce CO_2 emissions will also benefit local air quality (such as active travel improvements) however it is important to acknowledge that some measures to improve local air quality will result in an overall increase in CO_2, measures such as Park & Ride schemes. We will assess the impacts of all future schemes with regards to any potential impacts on climate change and to ensure we are not compromising the future objectives of the climate change programme.

LINKS TO RELEVANT POLICIES AND DOCUMENTS

- Cambridge City Council Air Quality Action Plan (AQAP) 2018-2023
- Clean Air Strategy 2019
- Joint Air Quality Action Plan for the Cambridgeshire Growth Areas (2015)

CONTRIBUTION TO NATIONAL AND LOCAL OBJECTIVES

	Contribution to Central Government Objectives			Contribution Local Objectives										
	GROWING & LEVELLING UP THE ECONOMY	IMPROVING TRANSPORT FOR THE USER	REDUCING ENVIRONMENTAL IMPACTS	HOUSING	BUSINESS & TOURISM	EMPLOYMENT	RESILIENCE	ACCESSIBILITY	DIGITAL	HEALTH & WELLBEING	AIR QUALITY	ENVIRONMENT	CLIMATE	SAFETY
Active Travel	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
Public Transport	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
Future Mobility		✓	✓		✓					✓	✓	✓	✓	
Freight	✓		✓		✓	✓					✓	✓	✓	✓
Demand Management	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	
Alternative Fuels	✓	✓	✓				✓			✓	✓	✓	✓	
Safety	✓	✓						✓		✓				✓
Digital		✓		✓	✓	✓		✓	✓					
Natural, Historic and Built Environment			✓							✓	✓	✓	✓	
Network Management	✓	✓	✓		✓	✓	✓	✓						✓
Air Quality			✓							✓	✓	✓	✓	

ASSESSMENT, FUNDING, AND IMPLEMENTATION

INFLUENCING DEVELOPMENT

Embedding the Plan's policies within our initiatives and those of our partners will help to shape development from the outset and contribute to delivery of the vision. The transport user hierarchy will guide how we and our partners address these situations. In this way, active travel will be prioritised, and new developments will contribute positively towards delivery of this Plan.

POLICY TO SCHEME PROCESS

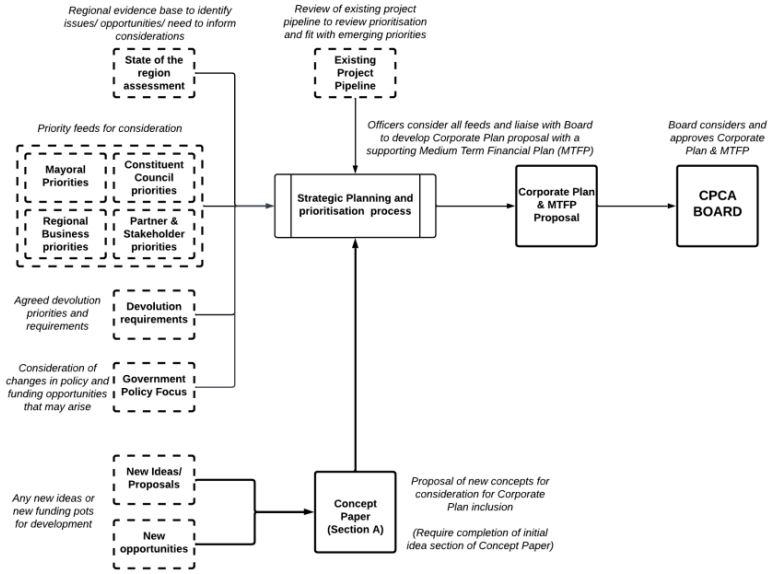
This Plan provides the high-level policy framework to guide future initiatives relating to transport across our region, in alignment with our Corporate Priorities. Transport and supporting strategies reflect our priorities and provide an indication of how policies will be applied in different geographic areas.

We will deliver this Plan in a number of ways including the development of existing, and the creation of new infrastructure. This Plan will also be delivered through the planning process and other means that influence development and infrastructure provision.

THE STRATEGIC FRAMEWORK

The Combined Authority has a robust process in place to develop its strategic objectives that aligns with its long-term vision. The Devolution Deal in 2017 set out powers and funding afforded by devolution, and our performance target of doubling the size of the economy and creating more good jobs. The Corporate Strategy builds upon this and identifies the four core Strategic Priority areas and sets out performance management baselines for each, these priority areas are the golden thread that is to be driven through programmes and projects. The fifth strategic priority area of Achieving Best Value and High Performance is reflected in the frameworks that govern the way in which the Combined Authority operates.

OVERVIEW OF STRATEGIC PLANNING PROCESS



SCHEME ASSESSMENT AND PRIORITISATION

The framework sets out the overarching governance and controls including processes for oversight of projects, programmes, and portfolios and how the progress and impacts of these investments will be monitored and evaluated. For new projects to be supported and funded they will be proposed at Concept Stage, then be subject to a Strategic Planning and Prioritisation process which will:

Commented [TB5]: Additional text

- Ensure projects are aligned to our Corporate Priorities with assurances relating to buildability, risk, costs, programme, and project governance;
- Deliver a long-term programme of both funded projects and a pipeline of unfunded projects that can be considered in future years, or become available in year
- Ensure project proposals that are added to the pipeline are done so with the principle of approval, that being that they have both political and management support; and
- Ensure projects that do not meet the criteria, are not supported nor funded.

BUSINESS CASES

Following a projects navigation either through the Strategic Planning Process or through Phase 1 of the Single Assurance Framework, securing support and funding by the Combined Authority Board, the project is required to developed to meet the requirements of the Combined Authority Business Case. The business case requires assurances relating to the:

- Strategic Case;
- Economic Case;
- Financial Case;
- Commercial Case; and
- Management Case.

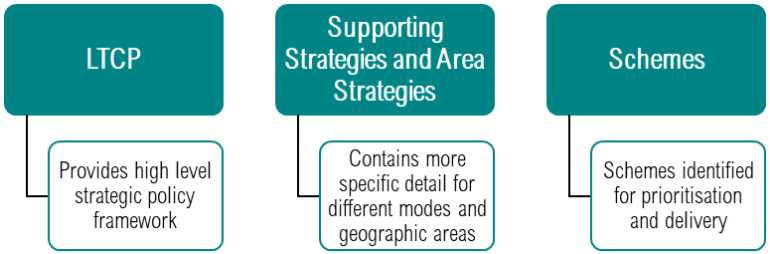
The business case document captures in greater detail the rationale for investing in a project, how it fits into the overall strategic context of the Combined Authority, as well as the benefits it will deliver. The business case also captures how the project will be financed, procured, and managed.

FUNDING

Many policies and initiatives identified within this Plan require funding to enable delivery. We do not receive direct funding from central government to spend on transport improvements and do not currently have funding for all of the proposals identified in this Plan. Therefore, we will continue to identify alternative funding sources to enable full delivery of the LTCP, including engagement with constituent Councils, businesses, and other partners. We will also seek funding opportunities through engagement with neighbouring Local Authorities and other Mayoral Authorities to secure wider funding opportunities and ensure a joined-up approach to major development.

We engage with private businesses through the Business Board and will continue to utilise this arrangement to seek additional funding and development opportunities with local businesses and commerce.

From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central government and the DfT. We will continue to work with our partners to target appropriate funding streams to ensure the delivery of our portfolio of schemes and initiatives in a timely and effective manner.



IMPLEMENTATION

Most projects are delivered in partnership with Constituent Councils or delivery partners including private businesses. Project governance arrangements, including entering into delivery and grant funding agreements, and the setting up appropriate project boards are put in place.

The diverse arrangements of our partners and project complexities have resulted in our development of a Project Management Office to oversee and report on project delivery across the Combined Authority. This ensures consistent processes and accurate reporting relating to project initiation, development, and reporting.

In addition, the Combined Authority has an effective internal system of control that seeks to ensure consistent and effective performance and risk management across the organisation in support and alignment with our Assurance Framework and Risk Management Framework.

INCORPORATION WITH OTHER HIGHWAY WORKS

We ensure that wherever possible we seek opportunities to incorporate active travel through wider highway improvements and works. National Highways, Cambridgeshire County Council and Peterborough City Council are the respective Highway Authorities for the region. With this comes a budget to maintain the networks and carry out their statutory duties as Highway Authority including network management and road safety. A strong relationship is maintained to ensure the development of the network including maintenance and network developments, are aligned to our objectives and strategy.

MONITORING

Monitoring our Plan is important to allow us to track progress, learn lessons and ensure we are on track to deliver the vision. Monitoring will help to inform future decision making by assessing the performance of schemes and the benefits they deliver. In order to monitor the success of this Plan we have identified a series of targets and indicators. An initial set of proposed measurables is included within this chapter.

We intend to report on the progress of this Plan on an annual basis. As part of this, we will publish monitoring reports through our governance processes to highlight progress and areas of concern in the delivery of this Plan's vision, goals, and objectives. This will include progress made against the headline targets and performance against the KPIs. In addition, we will monitor a range of indicators that will demonstrate where partner organisations across the public, private and third sector can assist us in the attainment of our vision.

Our targets and indicators will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess their effectiveness as indicators as we look to identify other potential data and information sources.

MEASURING PERFORMANCE

Measuring progress relating to our LTCP is essential to ensure the vision is delivered. We will measure performance corporately relating to the Mayoral Ambition and the Strategic Vision Statement, including the Strategic Priorities.

The LTCP is closely aligned with these broader strategies, and performance will be measured at a strategic level within the Combined Authority by the following:

- Values and behaviours;
- A Performance Management Framework;
- Directorate Business Plans;
- Team and individual objectives; and
- Engagement and communication through our formal governance framework.

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To measure performance across the organisation, priorities are mapped under theme and priority areas, with corresponding indicators to measure and report performance.

The requirements of this Plan are embedded in these policy and priority areas. In addition, we will report on the Plan annually, publishing monitoring reports to demonstrate progress on delivering the Plan; including progress made against the headline targets and performance.

Performance indicators specific to this Plan may be developed and introduced, should there be areas that require targeted intervention following the initial monitoring and evaluation.

KEY PERFORMANCE INDICATORS

Connectivity	C1 - Mode share (cordons)
	C2 - Proportion of households with access to cars by district
	C3 - Proportion of households with access to cars by income
	C4 - Public transport trips per person per year by household income
	C5 - Percentage of households within 10 minute walk of a bus stop with a service of at least once an hour
	C6 - Car ownership by deprivation decile
	C7 - Rail Punctuality
	C8 - Bus Punctuality
	C9 - Local bus passenger journeys originating in the authority area (million)
	C10 - Average journey length by purpose and car ownership
	C11 - Digital (broadband) availability
	C12 - Proportion of fully accessible buses on certain routes or in areas
Productivity	P1 - Number of peak hour vehicle journeys
	P2 - Journey time reliability on strategic routes during the AM peak
	P3 - Key route network speed (AM peak)
	P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type)
Climate Change and Environment	CE1 - Trips per person by mode of transport or journey purpose
	CE2 - Proportion of urban trips under five miles taken by walking and cycling
	CE3 - Proportion of urban trips under five miles taken by Public Transport
	CE4 - Percentage of plug in vehicles
	CE5 - Per capita transport carbon emissions
	CE6 - Number of charge points available to the public
Health	H1 - Proportion of people within 15 minutes of green open space
	H2 - Percentage of deaths attributed to air pollution
	H3 - Percentage increase use of cycling
	H4 - Levels of noise pollution
	H5 - Levels of light pollution
	H6 - Levels of air pollution
	H7 - Transport related Air Quality Management Areas (AQMAs)
	H8 - Traffic derived Nitrogen Dioxide
	H9 - Length of cycleway per district
Safety	S1 - Number of child pedestrian casualties per 1000 children in population
	S2 - Number of highway casualties
	S3 - Proportion of people who say they do not use public transport because of fear of crime
	S4 - Killed or seriously injured casualties in 10% most deprived areas
	S5 - Killed or seriously injured casualties by road user type and district
	S6 - Killed or seriously injured casualties by user type vs user type

EAST CAMBRIDGESHIRE

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OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct approaches for the distinct geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each approach outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by ourselves and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

This section includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

BACKGROUND

East Cambridgeshire is a largely rural district with a population of approximately 88,000, centred around the cathedral city of Ely to the north-east of Cambridge. Along with Ely, there are two other urban settlements – Littleport and Soham. Approximately 45% of the district's population live in these three settlements, with the remainder spread between approximately fifty villages and hamlets.

The district benefits from an attractive rural environment, including the special landscape and ecological and agricultural value of the Fens, numerous historic villages, and the famous Anglican cathedral within Ely.

Ely forms the centre of East Cambridgeshire, acting as the district's main employment hub, and forming the key leisure, retail, and education centre. The district also has close connections to Cambridge. According to the previous Census, 21% of East Cambridgeshire residents commute to work in Cambridge. Many others work elsewhere, with only 40% of employed people who live in the district also working there. Reliable, high quality transport links, in particular to the Greater Cambridge sub region are key to supporting the district's economy.

RECENT DEVELOPMENTS

Recent years have seen significant growth in East Cambridgeshire, with the population growing by 5% in the decade to 2021, greater than anywhere else in Cambridgeshire. Ely has been the focus for much of this growth and is strongly associated with the success of the Greater Cambridge economy. However, other than the recent construction of the Ely Southern Bypass and the new railway station at Soham, there has been limited delivery of major new transport links.

The ***East Cambridgeshire 2015 Local Plan*** sets out the district's proposals to grow by 11,500 dwellings and 9,200 jobs by 2031, typically focused on the fringes of the largest settlements of Ely, Soham and Littleport. This includes:

- 4,000 homes within Ely, including 3,000 at Ely North;
- 2,300 homes within Soham, focused on the eastern and southern edges of the town;
- 1,500 within Littleport; and
- 1,900 within smaller villages in East Cambridgeshire.

TRANSPORT CHALLENGES

In common with much of Cambridgeshire, East Cambridgeshire is a predominantly rural district which brings its own challenges in terms of accessibility to services, viability of bus services and reliance on the private car, with approximately 78% of trips to work within the district made by private car or van. The need for improved active travel links was the most commonly cited issue in East Cambridgeshire in the most recent consultation on the LTCP, followed by the need for improved connectivity of transport services in rural areas and the need for new train stations and lines.

BUS SERVICES

The current bus service offer for East Cambridgeshire is very limited. Many of the services are not direct or convenient due to long journey times and do not provide a viable alternative to the private car. Some communities have no bus service at all. Accessible and affordable public transport is essential for many rural residents, yet both bus services are reducing, and bus use is declining, a trend exacerbated by the COVID-19 pandemic. Low population density and longer distances to travel make practical and commercially sustainable public transport difficult in rural areas.

East Cambridgeshire does benefit from a range of community transport services, including flexible 'Dial-a-Ride' services and community car schemes. There is significant scope to create a more integrated, multi-modal transport network, with integrated ticketing, better and seamless connections, and interchange between modes.

RAIL SERVICES

Whilst rail provision in the district is arguably better than that for buses, it clearly only serves certain areas directly. Ely is well-served by the rail network, with direct services to Kings Lynn, Cambridge, London, Norwich, London Stansted Airport, Peterborough and the Midlands, and the North West. However, some services, particularly on the Kings Lynn–Cambridge–London corridor especially during peak times, suffer from severe overcrowding. Whilst other services such as those to Ipswich are too infrequent (two hourly) and do not offer a genuine, realistic, and attractive option for many. In addition, the complex junctions north of Ely act as a key constraint on capacity and make it difficult to run additional train services for both passengers and freight. To truly realise the full potential of Soham Station, double tracking, and the provision of the Snailwell Loop is necessary to allow increased capability (new and quicker routes) and capacity (headway) to serve the community.

ACTIVE TRAVEL

High-quality walking and cycling infrastructure, particularly outside Ely, is extremely limited. A public consultation held by East Cambridgeshire District Council (ECDC) in 2020 asked people to identify new cycling and walking routes which we and ECDC could prioritise to complete gaps in the network, especially those that will encourage more local walking and cycling journeys to access places of education, employment, health care, public transport, and essential services. A list of priority routes has been developed so that we have a set of schemes that are ready to submit when funding becomes available. Despite the 2011 Census revealing that in East Cambridgeshire,

12% of travel to work trips are under 2km, only one in seven are made by active travel modes. There are various barriers that exist which prevent people from considering using active travel modes for their journeys. Particularly in rural areas of the district, the dominance of travel by car and road space allocation, the poor condition and connectivity of any existing active travel networks, and the conflicting needs of different roads users are among the reasons that people give for using the private car instead of active travel modes. Within this rural district it has been and will continue to be difficult to adhere to government's LTN 1/120 guidelines due to the nature of the infrastructure roads. Without investment in active travel infrastructure, travel by these modes is unattractive and is unlikely to increase.

HEAVY COMMERCIAL VEHICLES

Other than the A14 to the south, the highway network in the district is comprised of rural, single-carriageway A-roads such as the A10. These roads can suffer from traffic congestion, air pollution and safety issues for all modes, especially those associated with slower agricultural traffic and HCVs. Ely's historic city core suffers from localised congestion and significant HCV traffic, due to the routeing of these vehicles that undermines its attractiveness as a destination for tourism and shopping. In addition, certain areas of the city are not easy to walk and cycle within and through, therefore a careful balance is required between the need for access and retaining a thriving and diverse High Street.

ROAD SAFETY

Many of the district's rural roads have poor safety records, with a combination of high traffic speeds, mix of traffic types and substandard alignments and maintenance leading to a higher-than-average number of serious and fatal collisions.

PROGRESS TO DATE

Improvements to the transport network within East Cambridgeshire have recently been delivered, helping the district support growth and improve quality of life for residents. Completion of the Ely Southern Bypass in 2018 has eased congestion around Ely by better connecting Stuntney Causeway and Angel Drove. In addition, it significantly improved safety by removing the need for heavy commercial vehicles to use the railway level crossing and avoid an accident-prone low bridge. The key scheme was delivered through effective partnership working, with funding provided by Cambridgeshire County Council (CCC), ECDC and Network Rail.

However, in terms of other highways improvements aimed at relieving congestion and safety, so far only smaller and interim junction improvements have been delivered, largely on the A142 corridor, with more long-term solutions for this corridor under investigation. The Lancaster Way roundabout (linking the A10 and the A142 at Ely) has notably relieved congestion and improved conditions for active travel users.

Improvements have also been made to pedestrian access over the River Great Ouse, by constructing a new walkway attached to the bypass bridge that faces towards Ely. This link provides connectivity between the Fen Rivers Way and Ouse Valley Way footpaths, providing a new circular walking route for residents and visitors to Ely.

Soham Station opened in 2021 making rail travel easier for people in Soham and the nearby villages. Enhancements have also been made to the Kings Lynn to Ely, Cambridge, and London rail route, with eight-car trains now in operation between Ely and Kings Lynn, facilitated by the completion of longer platforms at Littleport station.

ALTERNATIVE FUELS AND TECHNOLOGY

Twenty-four electric charging points are currently being installed in car parks in Ely and Soham and ECDC are also in the process of procuring ten new refuse collection lorries that run on hydrotreated vegetable oil.

OUR APPROACH

VISION

Our vision is:

It is our aim that investments in public transport, will be supported by walking and cycling improvements to make longer- distance journeys to, from and within East Cambridgeshire quicker and more reliable. A safe, integrated transport network will allow residents new access opportunities to employment, health, education, training, leisure, and retail destinations whilst supporting the region's overall growth aspiration and ambitions.

Improvements to both road and rail will ensure that public transport continues to offer an attractive and viable alternative to the private car and reduce car dependency; whilst those whose journey is better suited to the private car will be able to travel on more reliable, less congested, and safer roads. Effective planning and provision of sustainable transport options for new developments, in conjunction with highway improvements where required, will help to promote healthy lifestyles, and improve air quality, while ensuring that the district continues to offer an outstanding quality-of-life.

ACTIVE TRAVEL

We will continue to investigate, develop, and deliver proposals for new, high-quality active travel infrastructure that will be accessible for all, including pedestrians, cyclists, and horse riders across the East Cambridgeshire district. This will be done in line with the draft ***Cambridgeshire Active Travel Strategy*** (September 2022) and based around the following '4 Es' principles:

- Embrace Active Travel as a transport priority in Cambridgeshire;
- Enhance the existing network of pavements, footpaths, cycleways, bridleways, and other public rights of way so it is connected and fit for purpose;
- Expand existing routes to create a well-connected, safe, joined up active travel network;
- Encourage modal shift to active travel modes through a variety of initiatives focussed on encouraging and supporting behaviour change including micro-mobility.

It is important to connect the rural areas and villages with key services by upgrading existing links and providing new links where required. This focus on active travel and horse riders will help to make it a safer and more attractive option for local trips within and between our towns, villages, and hamlets. More journeys on foot and by bike will help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Development of active travel schemes in the district will be guided further by schemes identified in the ***Cambridgeshire Local Cycling and Walking Infrastructure Plan***, developed by CCC and the East Cambridgeshire Cycling and Walking Routes Strategy, developed by ECDC.

BUS SERVICES

To accompany improvements to our strategic transport links, we will prioritise investment in and support for our local public transport network, ensuring access of opportunity for all and improve social equality. The principles set out in our Bus Strategy, particularly around bus travel in rural areas will guide how funding is directed to support an improved bus network in the district. Demand responsive and community transport will be part of the solution, as will closer integration of different travel requirements, such as education, social care, and health transport. Our proposals for the bus network, as set out in the Bus Service Improvement Plan (BSIP), will deliver frequent, reliable services along key corridors in East Cambridgeshire. These could include links to and between key conurbations such as Newmarket, Soham, Ely, March, Chatteris, Sutton, Littleport and of course Cambridge.

We have and will continue to work closely with partners and ECDC to deliver their recently adopted ***Bus Services Strategy***. The New Bus Services for East Cambridgeshire prospectus set out a series of proposed bus service improvements, which are a combination of new scheduled services, improvements to existing services and demand responsive transport services (DRT).

Following the DRT trial in West Huntingdonshire the success, efficiency, viability, and cost effectiveness of the scheme will be assessed ahead of a rollout of DRT across East Cambridgeshire. This will be investigated and delivered if appropriate to improve connectivity to key destinations such as employment, education, training, health, retail, and other services. This will improve greater connectivity with transport interchanges on key corridors such as railway stations and public transport interchanges to ensure better connected communities are delivered across the district. Also proposed new services will be based on the Ely Zipper model (see strategic section for more information) including fewer stops, shorter journey times, hourly service, and travel in one direction in the morning, which is reversed in the afternoon. As well as being frequent, services also need to operate to regular clock face timetables to encourage use.

We will continue to support localised community transport and DRT services to provide improved accessibility for all. This will reduce social exclusion by providing access for those located in rural villages without access to a conventional bus service and those individuals without access to a private car.

RAIL SERVICES

We continue to work with Network Rail to deliver additional capacity through the Ely area for the benefit of passenger and freight services. The Ely Area Capacity Enhancement (EACE) project will help to deliver additional rail services, including to Cambridge, Kings Lynn, Peterborough, and Ipswich, and provide the capacity for any future services to Wisbech. The scheme should ensure more reliable journeys for all passengers whilst providing additional capacity for freight services between Felixstowe and Nuneaton, hence reducing the need for freight to be transported by heavy goods vehicles along the A14.

The benefits brought about by the implementation of the EACE will be maximised by the double (twin) tracking of the Ely to Soham route. These two schemes will provide much-needed additional capacity, create new journey opportunities, and deliver faster, more frequent rail journeys for passengers, whilst maintaining highway access for residents and businesses in Queen Adelaide. These schemes form part of a rail package for the area that also includes the Snailwell Loop and Dullingham Loop. Improvements to the Snailwell Loop will provide rail passengers from Soham with a direct route to Cambridge, while the Dullingham Loop and surrounding infrastructure are required to enable two trains per hour between Ipswich and Cambridge, which would increase the number of passenger services calling at the Cambridgeshire stations of Dullingham and Kennett and Newmarket.

Together with improvements to our rail network, we will explore how these services can be better integrated to provide a seamless public transport network including improved timetabled connections, interchange facilities and common ticketing. These improvements in delivering an integrated and high-quality public transport network, will ensure that it genuinely acts as an alternative to the private car, allowing everyone to easily access employment, education or key services elsewhere and thereby reduce social exclusion. We also recognise the importance, in terms of accessibility, of ensuring public transport fares are affordable, so we will work with bus and train operators, as well as Local Authority partners to help deliver solutions for this.

It is important that parallel upgrades to the level crossings at Queen Adelaide be provided as part of the EACE scheme that will support the need to deliver additional rail services, while ensuring that road network access for residents and businesses in Prickwillow, Queen Adelaide and North Ely is maintained. The project must ensure full road access through Queen Adelaide as an integral part of the rail improvement scheme. EACE has already been subjected to initial public consultation. Subject to funding, a final round of public consultation will commence in 2023, before a Transport and Works Act Order is sought prior to its submission to the Secretary of State, currently proposed for 2024.

PARK & RIDE PROVISION

It is recognised that in a predominantly rural area, it will sometimes not be practical for people to complete their entire journey by active travel modes or by using public transport provision. Park & Ride can help to reduce the number of vehicles - and their associated impacts on the environment and congestion - entering Cambridge by intercepting vehicles before they get into the congested city centre. New Park & Ride provision on the A10 corridor at Waterbeach will be investigated as this would provide a convenient link to central Cambridge and the North East Cambridge area. This could alongside the possible relocation of the Newmarket Road Park & Ride site increase the capacity of the offer to the north and east of the city.

HIGHWAY IMPROVEMENTS

East Cambridgeshire, reflecting its rural geography and the lack of an integrated high-quality public transport and active travel network, at present is heavily reliant on its highway network, particularly to travel between and within its towns, villages, and hamlets. Population growth, combined with increased long-distance commuting and a successful local economy, means that investment in tackling key 'pinch points' across the network is required. This, alongside funding for sustainable transport, is required to reduce congestion, improve journey time reliability, and address the underlying safety and health concerns.

Capacity is most constrained on the A10 that links Littleport, Ely and Waterbeach to Cambridge. This route suffers from peak-time congestion that adversely impacts on all modes, as well as having a poor road safety record. We will prioritise investment to improve journey time reliability for drivers and freight movements and address safety issues for all modes along this corridor, particularly in relation to junctions and road capacity. In addition, we will look to provide for an improved environment for active travel users and horse riders including the investigation of a new high-quality segregated off-road facility for the length of the A10 between Ely to Cambridge. In addition, work will start on a A142 capacity study where we will work with partners to assess and develop potential solutions to the A14/142 junction and Junction 38.

CARBON

Continued support for electric vehicles will ensure we deliver the aims and objectives of the ***East Anglian Alternative Fuels Strategy*** and ultimately help us to reduce carbon emissions thereby ensuring we continue our drive towards net zero. Focus going forward will be on the Electric Vehicle infrastructure and supporting Electric Vehicle charging points in our rural areas.

Also, noting the Park & Ride provision described above form part of the GCP's City Access proposals and will help to limit the impacts on Cambridge of car-based trips originating in East Cambridgeshire, by intercepting more of these trips before they reach the city. This is an option to aid reducing carbon emissions, assisting in our fight against climate change and ensuring that we meet the stated ambition of a 15% reduction in car mileage.

STRATEGIC PROJECTS

NORTH / SOUTH

The A10 and the parallel Cambridge to Kings Lynn railway line form the main transport links between Ely and Cambridge. They enable travel between Fenland, East Cambridgeshire, West Norfolk, and Cambridge, and directly serve key centres on the northern fringe of Cambridge and on the routes themselves. The Cambridge Science Park and neighbouring innovation centres and business parks on the northern fringe of Cambridge are home to an exceptionally high-performing cluster of high-tech and knowledge-based businesses. Because of their position linking these employment sites to residential areas in Ely and beyond, the road and rail links are in high demand and therefore very busy, particularly at peak times when there is extensive congestion.

The A10 Ely to Cambridge Improvement project includes a package of transport measures and options designed to address these challenges, with the longer-term aspiration of reducing congestion, and therefore improving the efficiency and performance of the A10 between Ely and Cambridge for all modes of travel, whilst not detracting from achieving our climate change and net zero aspirations.

Improvements to the highway network through a series of enhancements to junctions, such as to the A142/Lancaster Way roundabout and the A142/A10 'BP' roundabouts, will help to support employment development; for example, at the Grovemere and Lancaster Way Business Parks. As part of these works a feasibility study will be continued to deliver the cycle/pedestrian crossing over the A10 near to the BP roundabout in order to make the active travel option attractive. These improvements will provide a safe route for pedestrians, cyclists, and equestrians, helping to provide attractive alternatives to the private car. Some of improvements to the Lancaster Way and the 'BP' roundabout have already been delivered on an 'interim' basis, whilst further investigations are undertaken to understand how best to deliver a longer-term solution.

East Cambridgeshire District Council at the present time, do not support the GCP's 'Making Connections' proposals.

EAST / WEST

We will continue to work with Suffolk County Council and West Suffolk Council to investigate potential options for junction improvements at Exning, Junction 37, where the A142 from Soham and Ely meets the heavily congested A14, and at Junction 38, where the A14 and A11 (towards Norwich) converge. The congestion at these pinch points is not only a safety concern but also has knock- on impacts on journey time reliability.

Also noting the Lancaster Way business park is a key employment site, further work will continue to prioritise specific capacity and safety improvements to the A142 corridor, where a high proportion of fatal collisions remain a local concern.

LOCAL PROJECTS

ACTIVE TRAVEL IMPROVEMENTS

ECDC has recently adopted a key strategy related to walking and cycling. The ***East Cambridgeshire Cycling and Walking Routes Strategy*** identifies new active travel routes that will create better links to employment, learning, healthcare and wellbeing support, shopping, and leisure facilities. The networks of routes will be focused on and around public transport hubs and town centres, to make cycling and walking the natural choice for shorter journeys or as part of a longer journey. In addition, ECDC has recently commissioned Sustrans to produce feasibility studies for a number of new cycle routes and to complete the Wicken to Soham cycle route. These feasibility studies will give a better understanding of the factors that need to be considered to successfully deliver the package of refined cycle routes.

Supporting infrastructure such as cycle parking, adequate signage and promotion of existing routes are needed to encourage people to use active travel across the district.

Building on the success of the existing Ely Zipper bus service, the Ely Zipper (Sutton) would serve the villages of Sutton, Mepal, Witcham and Witchford and provide them with an hourly service into Ely to access the hospital, Ely Leisure Village and also to Ely Station and Market Street to connect to other public transport services. Buses would also call at the Lancaster Way Enterprise Zone and run early morning and evening services to enable commuting.

This service would support the CPCA's BSIP proposals by providing a regular bus service to those areas not on the CPCA core bus network. This bus service will deliver improved connectivity to public transport, improve links to employment areas, local shops and services and support better connected communities. A reduction in car use and congestion, will improve air quality, reduce carbon emissions, and deliver wider social and economic benefits to the areas it serves.

ELY

By far the largest housing allocation within the district is planned for the north of Ely, with approximately 3,000 homes at the Church Commissioners site to the east of Lynn Road and the Endurance Estates site between Lynn Road and the A10. To support the sustainability of this development, enhance accessibility and reduce transport related emissions, bus services and pedestrian and cycle links will be provided to and from the development, ensuring access to Ely city centre and the railway station.

SOHAM

Soham has also been allocated significant growth within the ***Local Plan***, with 2,300 additional homes by 2031 concentrated on the southern and eastern edges of the town. Despite a population of more than 10,000, the public transport provision is now limited to infrequent rail and bus services.

Following the opening of a new railway station at Soham we will continue to lobby Network Rail for the doubling of the track and capacity between Ely, Soham, and Newmarket. This will include the rebuilding of the Snailwell Loop at Newmarket that is currently being explored for the longer-term which could support additional services, including direct to Newmarket and Cambridge. As part of the Market Town Funding the Soham to Wicken cycle path has been funded.

Connectivity with and to the new railway station in Soham will help to support new developments by making the town a more attractive place to live, improving public transport links and offering a real alternative to the private car for residents.

LITTLEPORT

Littleport is a small market town but has experienced significant growth also and although it has a station, the bus services and walking and cycling need investment and improving.

Ship Inn
NAILSNAILS NAIL Studio

FENLAND

Fenland
PLEASE DO NOT FEED THE DUCKS

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OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct approaches for the distinct geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each approach outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by ourselves and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

This section includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

BACKGROUND

Fenland covers approximately two hundred square miles of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs. Approximately 80% of the district's residents live within the four market towns of Wisbech, March, Whittlesey and Chatteris, with the remainder living in a number of small villages and hamlets. It located in the North of Cambridgeshire and borders Norfolk and Lincolnshire.

Although Wisbech is the largest town in the district, March is also of notable size. Both are set to grow in forthcoming years. Wisbech and March both offer significant local employment opportunities and access to a number of key services, including education, retail, and leisure facilities. Travel patterns in Fenland are heavily influenced by the main sub-regional centres of Cambridge, Peterborough, and Kings Lynn. Growth in employment in the district has not matched workforce expansion and has resulted in significant out-commuting. Forty-five percent of residents in work commute outside the district, primarily to Kings Lynn and to Peterborough. Fenland's economy is more reliant on agriculture and food production than the rest of the Cambridgeshire and Peterborough region. There are also areas with higher levels of deprivation, particularly in Wisbech.

RECENT DEVELOPMENT

Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, growing by 8.7% in the decade up to 2017. Whittlesey, Chatteris and March have accommodated significant new house building, as have a number of villages including Doddington, Wimblington, and Manea. This growth is expected to continue into the coming years. Fenland District Council (FDC) adopted its Local Plan in 2014. This sets out the district's proposals for growth, including 11,000 additional homes from 2011 to 2031. This includes:

- 3,500 in Wisbech, plus 550 on the eastern edge of the town within the Kings Lynn and West Norfolk council area;
- 4,200 in March;
- 1,600 in Chatteris;
- 1,000 in Whittlesey; and
- 1,200 elsewhere, predominately in smaller villages

The Fenland Local Plan is currently under review with public consultation on a draft version held in late 2022. Based on government's 'standard method' to calculate local housing need, in Fenland there is currently (as of March 2021) a need for 517 dwellings per year. Therefore, the overall housing need for the emerging Local Plan is expected to be in excess of 9,800 dwellings between April 2021 and March 2040.

TRANSPORT CHALLENGES

As the region's most rural and economically deprived district, there is limited accessibility to services, employment, and education opportunities. A lack of integration between modes of transport constrains the local economy, hinders development, increases health inequalities, and has an adverse impact on the area's environment. The historic development of the district along the route of the River Nene means that outside the four towns, the population of the district is sparsely dispersed across a very rural area, characterised by small villages and hamlets. This rurality has led to a high dependency on the private car, which can result in transport poverty for some families. Poor availability of public transport and limited active travel infrastructure across the local area can mean that there are no genuine, realistic alternatives to the private car and therefore those without access to one are isolated.

CROSS BORDER TRAVEL

As set out in the background section above, access to a range of places, especially for employment is essential. Connectivity to Cambridge, Peterborough and Kings Lynn is essential. There are also strong employment links to wider parts of Norfolk and into South Lincolnshire. Many children and young people access education in Lincolnshire and Norfolk travelling from Fenland. Access to transport for cross border journeys needs to be improved.

ACCESSIBILITY TO ESSENTIAL SERVICES

Twenty percent of residents have no access to a car and yet the proportion of journeys undertaken in the towns on foot or by bike is relatively low. This is due in part to the absence of high-quality walking and cycling infrastructure and high levels of accidents. This serves to exacerbate poor health outcomes that already exist within Fenland. Key indicators around life expectancy, obesity and physical activity are considerably worse for some parts of the district's population when compared to the rest of the region and the national average. In addition, access to employment, education, and key services for those who do not have access to a car is often limited, thereby having a detrimental effect on their mental health through a sense of social isolation and exclusion.

THE ROLE OF THE CAR

The distinct lack of viable alternatives to the private car has led to high dependency on the private car. Consequently, this has ultimately led to fewer viable alternatives for even short journeys, resulting in a vicious circle whereby public transport provision has become less viable as demand decreases and active travel modes are less attractive due to the high levels of traffic, high accident rates and associated air pollution. Furthermore, increasing the dependency on the private car has led and will continue to lead to increases carbon emissions, the effects of which globally are likely to have a disproportionate effect on the district given its low-lying geography.

RAILWAYS

The Ely-Peterborough railway line passes through the district, with the stations at Manea, March, and Whittlesea offering Fenland residents' access to the wider region and beyond. March has an hourly service between Stansted Airport, Cambridge, and Peterborough (continuing to Birmingham), two hourly services to Ipswich and a small number of direct services on route to Norwich and services north towards Liverpool. These services offer good opportunities for commuters but, services in the early morning and evenings are less frequent, making it difficult to rely on for some journeys including travel to and from the airport and to access the evening economy. Whittlesea and Manea railway stations have approximately two hourly services. A previous audit of all Fenland railway stations identified deficiencies in the provision of facilities at each station in terms of general station information, access to the station and customer facilities at the station.

BUS SERVICES

Bus services have declined significantly due to a reduction in financial support. Where they do exist, they are largely limited to the key corridors between towns and have a limited frequency that do not provide a genuine alternative to the private car in terms of convenience. Weekend and evening services are significantly reduced and make it difficult for those without access to a car to travel. Continual amendments and changes to timetables make it difficult for those who rely on bus services to continue their employment or for young people to access education and training of their choice.

COMMUNITY TRANSPORT

FACT Community Transport (FACT), operate dial-a-ride services five days a week linking to areas not served or poorly served by the bus network. This transport offers a vital lifeline, especially for people living in villages and for large population of elderly people within Fenland. However, at present there is limited integration between these services and the wider public transport network, such as the conventional bus and rail services. This therefore acts as a barrier for those residents who are wishing to make longer journeys beyond the district boundaries (such as to Peterborough).

PUBLIC TRANSPORT INTEGRATION

The lack of integration between different public transport options and services, coupled with inadequate or non-existent provision of high-quality walking and cycling infrastructure for the first/last mile links, limits the ability to provide a genuine alternative to the private car. This in turn makes it difficult for residents without access to a car to travel to key employment, leisure, educational and healthcare services, such as Peterborough City Hospital.

Fenland links to the wider national highway network by dual carriageway are very limited. There is a small stretch of dual carriageway on A47 in the northwest corner of Fenland. The district's road network primarily consists of rural, single-carriageway A-roads. In addition, several key junctions act as 'pinch points' on the network, especially in and around the towns. These suffer from severe peak time traffic congestion impacting on all road users. Many of the routes within the Fenland have ongoing issues with regards quality. This reflects the low-lying Fenland environment, with some routes suffering from regular flooding, such as North Bank near Whittlesey, and others requiring specific maintenance regimes due to being constructed on peat soils.

PROGRESS TO DATE

Progress in recent years has been made regarding a number of Fenland transport issues, which are as follows:

RAILWAYS AND THE HEREWARD COMMUNITY RAIL PARTNERSHIP

Since the previous adoption of the ***Cambridgeshire and Peterborough LTP*** in 2020, progress has been made on several key projects. We have already committed £9.5

million of investment into March, Manea, and Whittlesea railway stations to aid their regeneration. In addition to the number of smaller projects that have been delivered, such as new waiting shelters on platforms, additional cycle parking and new ticket machines, major improvement work has been undertaken at March railway station. This project has delivered an open-plan ticket hall and waiting area, accessible modern toilets, and retail facilities as well as an upgraded and extended car park. In addition, Manea Station will have a car park for the first time including more cycle parking and bus turning facilities.

Case Study: Transport Planning Guide for Local Communities

HCRP and FDC in partnership with Cambridgeshire ACRE and CrossCountry trains have produced a Transport Planning Guide for Local Communities. The guide is for local Councils and community members aimed at those people who may have an interest in transport or transport issues in the community that they need to address. Getting around to work, shop, and carry out our everyday lives can sometimes be a challenge, particularly in more rural communities. Good transport planning can have a positive impact on our daily lives, helping to improve our health, our local areas, and our overall quality of life. Transport planning can be complex, so it is important that the issues involved are understood by town and parish councils and communities. It is essential that local communities can give input to and influence the transport systems provided at a local level. This publication gives guidance, advice, and case studies to enable local communities to input into transport planning projects.

FENLAND WALKING, CYCLING AND MOBILITY AID STRATEGY

FDC adopted the second version of its ***Walking, Cycling and Mobility Aid Strategy*** in October 2022. Delivery of this strategy will see fundamental change in the ability to be able to use active travel modes in and around the towns, villages and hamlets across Fenland and increase accessibility between towns. This approach will enable significantly higher levels of active travel whilst providing for successful integration with our public transport network.

ACCESSIBILITY AND THE FENLAND TRANSPORT STRATEGY

It is well recognised that accessibility is a major transport challenge in the district and that this should be the focus of the ***Fenland Transport Strategy*** (child document to the LTCP). The first step of identifying exactly where these challenges exist and what they are, has been undertaken through an accessibility ***Evidence Study and Report*** (2020). This forms the basis of the approach to address these accessibility issues in Fenland. The ***Fenland Transport Strategy*** was adopted by Cambridgeshire County Council in March 2023.

MARCH AREA TRANSPORT STUDY

The ***Fenland Retail Study*** (2009) and ***Growing Fenland Strategy*** (2019) identified March as one of Fenland's two major town centres, providing a range of facilities and services for an extensive rural catchment area. Currently March town centre does not function in a way that promotes resilience, diversification, and sustainable growth. This is due in part to significant severance and dislocation issues. Property values are well below regional and national levels, and development appraisals prepared by independent specialists show a consistent viability gap for residential, retail, and other uses.

Further public consultation on the March Area Transport Study (MATS) was undertaken in 2020, ahead of the Outline Business Case work completed in 2021 and detailed design in 2022. Several schemes will now be taken forward to construction between 2023 and 2026. A package of active travel schemes is also being progress through feasibility stages in early 2023.

WHITTLESEY KINGS DYKE LEVEL CROSSING

Infrastructure improvements are being delivered to better connect Fenland to Peterborough, the nearest major urban centre. The removal of the level crossing at Kings' Dyke that has long been the cause of delays between Peterborough and Whittlesey, with a new road bridge replacement is now complete. All the major structures have now been completed and the new road is connected to the existing network. The Ralph Butcher Causeway opened to the public in 2022.

STUDY WORK AND FUNDING FOR OTHER FENLAND TRANSPORT PROJECTS

Since 2014, several significant improvements, including allocating £10.5 million for a package of improvements to the road network in and around Wisbech to help stimulate sustainable housing and economic growth. In addition, £1.5 million has been approved to fund a study into a potential future rail link between Wisbech and March. The investment to improve March, Manea, and Whittlesea railway stations included funds to allow for 70 new solar powered 'cats eyes' providing an illuminated walkway to Whittlesea railway station.

OUR APPROACH

VISION

Our vision is:

> Improving accessibility to and within Fenland by all modes and for all people. Infrastructure improvements and the ability to travel on an integrated network are central themes to achieving the overarching Fenland strategy.

The vision will also be supported and delivered by a range of other transport strategies for Fenland including ***Fenland Transport Strategy***, ***Cambridgeshire Active Travel Strategy***, ***Fenland Rail Development Strategy*** and ***Fenland Walking, Cycling and Mobility Aid Strategy***. All of which include ambitious schemes to address the transport challenges in Fenland.

Key opportunities and themes which form part of our approach are as follows:

CONNECTIVITY INCLUDING CROSS BORDER TRAVEL

Better links to key service centres such as Peterborough, Greater Cambridge, Kings Lynn, and the rest of the country will make Fenland a more attractive place to live and work. This should include an hourly train service (minimum) serving the Fenland rail stations as this will also create new opportunities for residents to travel to employment, retail, leisure, education, or training elsewhere. We will look to support the investment in infrastructure with a simultaneous push to making transport and travel choices more accessible for residents in Fenland, many of whom either cannot travel easily or need

help and encouragement in using these travel choices. Connectivity to the transport network, both physically and in terms of accessibility for all users is a primary area in need of development in Fenland.

Greater consideration will be given to the cross-border journeys into Norfolk and South Lincolnshire, particularly where those journeys are for employment and education. The role of social and leisure journeys beyond Cambridgeshire is also noted given the proximity of these areas to Fenland. Closer working and co-ordination with the local authorities and other key stakeholders in these areas will form part of the approach to improve cross border transport issues.

A LINK FOR WISBECH

Reopening the link by rail or autonomous vehicles to Wisbech from March, will transform accessibility to and from the town. This will ensure residents and businesses in Wisbech are able to reach Cambridge in approximately 45 minutes through seamless integration with other public transport services allowing access to the opportunities across Greater Cambridge. In addition, we will continue to progress our ambition for Wisbech Garden Town and this link forms a fundamental component of this scheme's delivery.

A47

A package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including much-needed upgrades to junctions and interchanges are necessary to increase accessibility across the region.

In the longer-term, we will continue to explore the case to address capacity and provide improvements on the A47, further reducing journey times and reliability as well as address safety for all road users including commuters and freight. Local junction improvements within Wisbech as part of the ***Wisbech Access Strategy*** will help to relieve congestion, provide additional highway capacity for the benefit of all users. These will be delivered along with bus, walking, and cycling improvements to support the town's sustainable growth.

BUS SERVICES

Key to the successful delivery of the strategy is a more integrated, seamless public transport network that provides a genuine alternative to the private car and allows access to employment, education, retail, and social opportunities. In line with the recommendations of the Bus Reform Review and the ***Bus Service Improvement Plan***, the plan for the bus network includes the continued support for our key interurban routes between Wisbech and Whittlesey, March, Chatteris, Peterborough and King Lynn. We will work in partnership with operators to review levels of service at evenings and weekends to increase the levels of accessibility across the district.

The challenge of providing regular and financially viable bus services in rural areas is well recognised. Solutions to this matter must be found in Fenland to achieve the integrated and seamless network that reduces reliance on the car. Opportunities to link with other transport, such as community transport and demand responsive services, need consideration along with a good understanding of where the public want and need to travel.

COMMUNITY TRANSPORT AND DEMAND RESPONSIVE SERVICES

Support for community transport within Fenland will continue and the potential for Demand Responsive Transport (DRT) to seamlessly connect with core inter urban bus services will be explored and implemented where appropriate. We support and will seek to improve the integration with a future DRT scheme, the FACT Community Transport network, and Fenland Car Schemes to effectively provide the vital links with rural hamlets and villages that are not directly served by the bus network.

We will work to ensure that it is easier for passengers to make journeys involving a combination of bus, DRT, rail, community transport, and active travel modes through

seamless integration between modes. New rural Mobility (Travel) Hubs will offer improved interchange between transport modes, acting as a gateway to our public transport network, combined with better integrated ticketing and timetabled connections. This will help ensure that residents can travel easily to destinations without having to rely on a car and will simultaneously reduce pressure on our highway network.

ACTIVE TRAVEL - WALKING, CYCLING AND MOBILITY AIDS

New, high-quality active travel infrastructure will be developed across Fenland and along upgraded highway corridors and linked to new developments. This network will help to make walking and cycling a safer, more attractive option for local journeys. Moreover, we will seek opportunities to improve interchange between public transport and active modes, particularly for first/last mile trips and short distance journeys within and between Fenland market towns and villages. Our approach will realise the benefits of the emerging ***Fenland Transport Strategy***, ***Active Travel Strategy*** and ***Fenland Walking, Cycling and Mobility Aid Strategy***.

It is recognised that active travel modes are more difficult in the rural areas of Fenland; however, by supporting and providing the high-quality infrastructure for these modes it is hoped that more journeys will be undertaken on foot and by bike. These improvements will be implemented on new and existing corridors, focusing particularly in addressing the missing links within the rural network. These will help to alleviate traffic congestion that is found in the towns, whilst also helping to improve air quality. In addition, these improvements will allow those without access to a car – such as teenage children – more independence and opportunity to travel to key destinations. The implementation of the ***East Anglian Alternative Fuels Strategy***, in partnership with local districts and central government, will help to reduce carbon emissions towards net zero and improve local air quality.

SOCIAL INCLUSION AND SUPPORTING OUR COMMUNITIES

New opportunities to travel will need to be supported by supplementary measures aimed at encouraging and supporting use, such as the Travel Buddy and Travel Champions schemes. We will continue to pursue the Travel Champion and Travel Buddy schemes, along with other 'softer measures' such as travel planning that are aimed at helping to encourage and support users who may feel less confident about using public and community transport options. This will help to reduce connectivity and accessibility issues within the district, but also maximise the investment in the new transport infrastructure.

STRATEGIC PROJECTS

EAST / WEST CORRIDOR

The A47 is both a sub nationally and internationally strategic link. It formed part of the TEN-T Trans European Network Route, making it a part of the European Union's strategic transport network. Nationally, it is a key route into East Anglia, connecting Norwich and Norfolk with the East Midlands and the A1, and therefore carries a significant number of heavy commercial vehicles.

At a local level, the A47 allows for local movements and direct access between Peterborough, Wisbech and Kings Lynn. Therefore, the A47 acts as a key commuter route for people travelling to and from these key destinations.

The long-distance regional trips (and particularly heavy commercial vehicles) generate a consistent flow of traffic along the route, and when this is mixed with localised commuter traffic the network comes under substantial strain and congestion is common. This is particularly common on the approaches to key junctions such as the A47 / A1101 Elm High Road Roundabout. The high proportion of heavy commercial vehicles travelling along the single carriageway section between Thorney and Wisbech creates an unsafe environment for all road users as some vehicles cannot overtake safely which in turn can lead to increased driver frustration and risk taking.

To address these issues, we continue to work with National Highways to assess the viability of the A47 improvements between the A16 Peterborough and Walton Highway, whilst continuing to assess the viable alternative routeings for active travel modes along and across the corridor.

WISBECH RAIL

Construction of a new link to Wisbech will transform accessibility of the town. Options for rail, ultra-light rail, and other high order transit such as autonomous pods, tram/Light Rail Transit and Bus Rapid Transit are being considered. Residents and businesses in Wisbech would benefit from being able to reach Cambridge directly, connecting them to the opportunities within Greater Cambridge, including well-paid, skilled roles in the knowledge economy, retail, leisure, education and training opportunities at the University of Cambridge, Anglia Ruskin University and Cambridge Regional College. It will also play a key role in supporting the ambition for Wisbech Garden Town, helping to secure the viability and delivery of additional development.

LOCAL PROJECTS

FENLAND STATION REGENERATION

Significant elements of the package of planned enhancements to railway stations within Fenland at Manea, March, and Whittlesea will be completed. Further work is required at all the stations. For example, short platform lengths currently prevent longer, higher capacity trains from calling at the stations, as well as reducing the frequency of trains able to stop. The potential for interchange with buses is required at all three stations and does not exist at present. In addition to platform lengthening, we will fund station enhancements to improve the quality of station and waiting facilities, as well as improving access to, from and at the stations, following continued engagement with the Hereward Community Rail Partnership. A pedestrian bridge for Whittlesea Station will enable people to catch trains and link to the industrial area from the town when the level crossing is closed.

WISBECH ACCESS STUDY

The Wisbech Area Transport Study (WAS) is a three phased package of multi modal transport schemes aimed at delivering growth in and around the town. The schemes aim to address congestion, safety concerns, active travel provision and resolve challenges of a transport network that interfaces with a river at key junctions, and with limited crossing opportunities.

- Three initial schemes contained within the WAS are the A47/A1101 roundabout improvements, the A47 Broad End Road junction improvements and the A1101/Weasenham Lane junction; and
- We support the development and implementation of two A47 schemes located in Norfolk as these have significant importance to Wisbech and Cambridgeshire along with the A47 corridor due to the east-west nature of the route.
- The medium-term phase of WAS focuses specifically on Wisbech and unlocking its potential across a range of modes.
- Freedom Bridge roundabout and the adjacent bus station will see improvements for walkers, cyclists, bus services and road users. There is potential for wider economic growth and regeneration proposals in these locations; and
- Improvement schemes along Cromwell Road will open significant opportunities for Wisbech whilst generating a modern and improved gateway into the town from the west.
- The third phase of WAS focuses on strategic traffic and unlocking the potential for Wisbech by removing traffic from its centre allowing for greater use of active travel modes. This will include:

- The provision of re-routeing opportunities (especially for business access);
- Quicker journeys for longer distance traffic that currently must use the centre of the town;
- The western industrial link road is a key component of delivering the sustainable growth strategy for Wisbech; and
- For the medium- and longer-term phases, further feasibility and development work will be needed before firm opportunities for delivery funding are known.

MARCH AREA TRANSPORT STUDY (MATS)

MATS identifies a number of locations in and around the town where transport interventions were needed to address existing congestion problems, missing active travel links and to provide capacity for future sustainable housing and employment growth.

An online public consultation on proposals was held in May 2020 with subsequent approval for further funding being made by the CPCA to move to Outline Business Case/preliminary design. Detailed design work was completed in 2022 and schemes are expected to go into construction between 2023 and 2026.

The MATS study contains five schemes:

- A141/Peas Hill roundabout capacity improvement, in conjunction with a developer funded and delivered roundabout at the junction of A141/Hostmoor Avenue;
- A141/Twenty Foot Road junction, introduction of traffic signals;
- Broad Street/Dartford Road/Station Road junction, replacement of traffic signals with a mini roundabout and converting Broad Street to a single lane in each direction;
- Development of a Northern Link Road between Hundred Road/Melbourne Road in the south and Longhill Road to the north; and
- High Street/St Peters Road upgrade to existing traffic signals.

MATS has also delivered nine minor schemes specifically focused on improving the safety for March residents. In addition, a ***Pedestrian and Cycling Strategy*** has been developed and adopted for the town. In excess of ninety possible interventions have been identified to improve the environment for pedestrians and cyclists. A number of these schemes are being implemented or progressed as feasibility study projects in 2023.

COMMUNITY RAIL PARTNERSHIP AND LOCAL RAIL IMPROVEMENTS

The Hereward Community Rail Partnership (CRP) provides a local voice for the community to have their say on issues relating to railway. The CRP works to ensure that there is strong awareness of railway services locally and more widely through promotion and events.

Before the Covid-19 pandemic, the Fenland railway stations had seen significant growth in usage with over 100,000 additional railway journeys each year. The CRP lobbies for railway service improvements and has played a key role in the delivery of the two hourly service from Manea, the additional CrossCountry services that stop at Manea and the extra Norwich–Liverpool services which stop at March.

WHITTLESEY RELIEF ROAD

In order to facilitate economic growth in Whittlesey, Fenland, and the wider region, we will consider the need for the Whittlesey Relief Road with the aim to reduce congestion and remove Heavy Goods Vehicles from the A605 having a detrimental impact on the people and environment in and around Whittlesey. The aim of the relief road would be to divert through-traffic away from Whittlesey and to improve journey reliability.

GREATER CAMBRIDGE

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OVERVIEW

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This section includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

BACKGROUND

Greater Cambridge includes both the city of Cambridge and the surrounding district of South Cambridgeshire with a combined population of approximately 308,000 people. The Greater Cambridge area is of national economic significance and includes the historic city centre; two world class universities; internationally renowned high-tech research, innovation, and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); more than one hundred rural hamlets, villages, and three new towns under development.

Cambridge itself forms the centre of Greater Cambridge with a population of approximately 146,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Many residents cycle or travel by public transport to work (31% of people cycle). South Cambridgeshire, by comparison, is a predominately rural district, comprising over a hundred villages and hamlets of a variety of sizes and with varying degrees of connectivity by public transport and active modes. There are also four new settlements under development:

- Cambourne is the most established, a new settlement located ten miles west of Cambridge. Cambourne West (2,350 homes) is currently being developed, and the emerging ***Local Plan*** indicates the potential for a significant number of further additional homes;
- Close to Cambourne, a new village at Bourn Airfield (3,500 homes) is planned
- Northstowe, a new town located five miles north-west of Cambridge, is in development and is expected to accommodate approximately 10,000 homes; and
- A new town north of Waterbeach has received planning permission for 11,000 homes.

Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping, leisure, education, training, and major services. 23,400 residents in South Cambridgeshire commute to work in Cambridge, compared to 23,800 who work within the district itself.

RECENT DEVELOPMENTS

Greater Cambridge has grown significantly over the last two decades, with more businesses choosing to locate in the area. This has put pressure on the area's infrastructure. The population of the area has increased by 12% over the past ten years, while property prices have increased by more than 64% between 2011 and 2021. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than ten times average local earnings in 2021. This has the potential to undermine quality-of-life and the region's attractiveness as a place to live and work.

Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.

Historically, employment and economic activity in Cambridge was focused in and around the city centre; however, beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the constraints on land for development in and around the city centre's historic core, Cambridge's development and employment has become increasingly decentralised, with existing and planned employment and leisure activity focused within six key areas:

- Cambridge City Centre;
- Cambridge Station, CB1 and Hills Road;
- Cambridge Biomedical Campus and 'Southern Fringe';
- North East Cambridge, including Cambridge Science Park;
- West Cambridge and North West Cambridge (Eddington); and
- Cambridge East.

These sites collectively account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge.

Both Cambridge and South Cambridgeshire have plans to meet identified development needs, which will require continued investment in the region's transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' adopted 2018 ***Local Plans***, where the most sustainable locations are prioritised first for growth. Housing growth is proposed under the Plans from 2011 to 2031:

- In the existing urban area of Cambridge (6,800 homes);
- Within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g., at North West Cambridge) (12,700 homes);
- Within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
- Lastly within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

In 2014, the Greater Cambridge area negotiated a City Deal with government, delivering up to £500 million of grant funding to invest in projects to support future sustainable growth as outlined in the 2018 ***Local Plans***. The City Deal recognised the area's national importance and provided funding to address several key constraints to growth – particularly the transport network. The Greater Cambridge Partnership (GCP) was established to plan and deliver the City Deal. Its Board comprises a representative from each of Cambridgeshire County Council (CCC), Cambridge City Council (Cambridge CC), South Cambridgeshire District Council (SCDC), the University of Cambridge, and the business community.

Looking to the longer-term post-2031, the two Local Planning Authorities are preparing a joint ***Local Plan for Greater Cambridge*** which will consider the development needs for homes and jobs to 2041. The emerging Plan directs development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live to reduce reliance on the private car.

We are working closely with the Local Planning Authorities, GCP, CCC, and other relevant partners to deliver a world class transport network in Greater Cambridge. Our partnership working here seeks to ensure that the adopted and emerging development strategy is supported by effective and sustainable transport policy and infrastructure. This includes supporting the potential role of a sub-strategy for the Greater Cambridge area, that would update the previous ***Transport Strategy for Cambridge and South Cambridgeshire*** that was prepared in parallel with the 2018 ***Local Plans*** under a previous ***Local Transport Plan***. The strategy will form a 'child' document to this Plan.

TRANSPORT CHALLENGES

Supporting growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to shift current trips to sustainable modes as well as support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth. The GCP aims to reduce traffic by up to 15% on 2011 levels. This is equivalent to taking one in four cars off the road compared to today's traffic flows, as commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic.

Current levels and patterns of travel in the Greater Cambridge area already have a detrimental environmental and social impact. An increase in the number of people making journeys in the area will make these worse if not accommodated sustainably. In 2020, air pollution contributed to 121 early deaths in Cambridge and South Cambridgeshire. The toxic pollutant nitrogen dioxide (NO_2) has, on occasions, breached legal limits for human health on Drummer Street, Emmanuel Street, Regent Street and St Andrew's Street in Cambridge.

In addition, transport causes almost half (45%) of our local climate-warming carbon emissions - more than any other source. Particulate matter from transport is also of concern. Cambridge CC, CCC and SCDC have pledged to reach net zero carbon in the coming decades. Without action, the number of car journeys may rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening the region's quality-of-life. Cambridge is a historic city, and simply providing additional highway capacity to support growth does not form a viable or attractive option.

To address the current congestion and environmental problems, accommodate new growth and address the climate emergency we need to make sustainable transport a more attractive option than the private car for many journeys. We will invest in tackling the barriers that we already know prevent people using public transport or walking and cycling, as well as discouraging car trips where these could be made by other means. Extensive public engagement has shown that reliability, speed, and frequency of public transport are all key barriers to encouraging more people to use bus services. The high cost of public transport is often cited as a deterrent to people making the swich from private car, especially when balanced against the cost and availability of car parking. Feedback from the GCP's 'Choices for Better Journeys' consultation in 2019 identified that if parking charges or flexible charges were introduced, additional money should be used to improve transport across the area and that it should be cheaper to travel into Cambridge by public transport than drive and park. Congestion means that

many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus.

Bus operators highlight traffic congestion as the most important issue affecting the efficiency of operations and relative attractiveness of services. In Cambridge for example, the average speeds on roads entering the city during peak hours is less than 60% of free flow speed. Vehicular tracking data from buses identified that on routes serving central Cambridge 21% of services were late. Competition for road space between public transport, private vehicles and non-motorised users result in delays for everyone. Accessibility to bus services can be problematic even within the city with routes largely run along radial corridors into the city centre and often not penetrating major destinations and employment sites. In addition, the lack of bus depot provision is also problematic for operators and a further barrier to addressing the efficiency of operations.

Due to high housing costs within the city, there is an increasing number of people who reside outside the city and travel in for employment. Services from these towns and the surrounding rural area are often infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the private car.

The area is well-served by rail, with four lines radiating from the city itself, providing connectivity for the more rural areas via village stations. However, accessibility to these village stations can be problematic due to a lack of integration with bus services and poor connections by active travel. Along the Cambridge to Kings Cross line, the Meldreth, Shepreth and Foxton Community Rail Partnership has been proactive in identifying what these deficiencies are through the production of a ***Local Rail Improvement Plan***.

During the pandemic, traffic levels in Greater Cambridge fell significantly, demonstrating significant benefits for bus reliability and speeds, as well as creating safer and more pleasant environments for active travel. Recent data suggests that traffic levels are now returning to near pre-pandemic levels, with clear peaks in the morning and evening, even as significant levels of homeworking continue. Bus patronage has not recovered at the same rate. Without action, trends around increasing congestion and pollution are likely to continue in the area particularly given predicted levels of growth.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with the 2011 Census revealing that 29% of journeys to work were made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided there is strong evidence that people will commute much further by bike than traditionally assumed. Different types of bikes, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people are making.

Significant investment has been made in improving active travel infrastructure across the city in recent years, with bold steps taken to prioritise non-motorised users over vehicular traffic. During the pandemic, many more people turned to cycling, revealing a hidden demand for more journeys to be active. However, we know that there are barriers to people undertaking more journeys by active modes.

A consultation undertaken by the GCP in 2021 revealed that safety and interaction with traffic were key themes to address in order to encourage greater use of active travel modes. These included:

- Safer routes and junctions;
- Less traffic;
- Direct routes;
- More segregation; and
- Quieter routes.

The challenge of increasing the use of sustainable transport is in large part due to the priority given to private vehicles over sustainable transport modes. Although through traffic has been banned from the city centre for many years, there remain a number of key routes into and around the city where private vehicles and sustainable transport

compete for limited road space. Furthermore, the cost and availability of parking can determine whether people choose to leave their car at home. Although public car parking in the centre of Cambridge is priced to encourage commuters to use Park & Ride sites on the edge of the city, there is still a considerable stock of private car parking spaces. Similarly, residents' parking schemes exist in several areas but there remain many streets where parking is freely available. Neither of these situations provides a deterrent to people driving into the city, even if they could use sustainable transport.

PROGRESS TO DATE

In 2020, the GCP secured a further £200m to deliver its programme following a government review of its progress since the initial £100m investment in 2015. This review by central government has enabled GCP to continue with plans to significantly enhance the sustainable transport network, including through provision of four segregated public transport and active travel corridors, public transport, and active travel improvements on key radial routes into the city, as well as the network of Greenways and cross-city cycle improvements.

Case Study: Greenways

The Greater Cambridge Greenways is a series of twelve greenways feeding into Cambridge, forming the spokes of a wheel, making it easier to travel into, out of and around Cambridge for walkers, cyclists, horse riders and other non-motorised vehicle users. The routes will link up with other Cambridge projects such as the Chisholm Trail and where possible to each other to make a seamless journey both around the outskirts and into the heart of the city. In some cases, these are new routes, or routes with new sections, whilst others will be based on existing paths.

In 2021, the Histon Road scheme was completed providing better bus, walking, and cycling facilities for those travelling on this busy key route into Cambridge. Phase 1 of the Chisolm Trail opened to the public at the end of 2021, including the new Abbey-Chesterton bridge, providing walking, and cycling links between Cambridge North Station and Coldham's Lane. Work is now turning to the more detailed design of Chisholm Trail Phase 2 which will connect Coldham's Lane to Cambridge Station and Clifton Road. Four cross-city cycling schemes have been completed to improve key routes within the city, improvements to the A10 cycleway to Melbourn, as well as a range of early improvements on key schemes including phase 1 of Cambridge South East Transport and Greenways 'quick wins'. Work has now commenced on Milton Road to improve infrastructure for pedestrians, cyclists, and buses. This is due to complete in 2024.

Considerable progress has been made on the development of all four of the flagship public transport and active travel schemes. All four corridor schemes have undergone further public consultation to advance the business case of each:

- Cambourne to Cambridge. In July 2021, the GCP Board approved the Outline Business Case (OBC) for the scheme and gave approval for the project to advance to the next stage of the application process by commencing work on the Environmental Impact Assessment (EIA). The EIA consultation took place in summer 2022 with the Transport and Works Act Order (TWAO) submission scheduled for 2023. The decision to agree to the submission of the TWAO was taken by CCC in April 2023.
- Cambridge Eastern Access. In July 2021, the GCP Board approved the Strategic Outline Business Case (SOBC) for the scheme, which confirmed that there is a strategic case for the project. Following this, a consultation was held in late 2021 on the preferred options for public transport, cycling and walking on Newmarket Road, as well as initial plans for the Park & Ride site relocation. The OBC for Newmarket Road was approved in September 2022. A detailed consultation on the Newmarket Road proposals and possible locations for the Park & Ride took place in early 2023. The decision on the next steps for these schemes will be taken in the autumn of 2023.

- Cambridge South East Transport. Implementation of road safety, walking, cycling and horse-riding improvements along the A1307 has already begun under Phase 1 of the scheme. The GCP Board approved work on the next phase of the project, working towards the submission of a TWAO in 2023.
- Waterbeach to Cambridge. Following on from a consultation on initial options, the GCP Board approved the SOBC for the scheme in July 2021. Consultation took place in early 2023 on the preferred options for the route alignment and for the location of a new Park & Ride near the new town at Waterbeach. The decision on both of these will be taken in the autumn of 2023.
- Twelve Greenway routes are being taken forward, linking communities around Cambridge to the city through provision of new and improved active travel infrastructure. The technical design for 11 of these Greenways will be subject to engagement through 2022 and early 2023 with delivery to begin in late 2023. The Linton Greenway has already started construction as part of phase 1 of Cambridge South East Transport (CSET).

A number of 'quick wins' have been delivered, including road resurfacing, improvements to junction safety and new crossing points, both within Cambridge but also within and between villages in South Cambridgeshire. Preliminary design is currently underway for active travel improvements along Madingley Road, between Eddington Avenue and Northampton Street.

CCC has continued to deliver the schemes secured through its successful bid to the Department for Transport's (DfT) Cycle City Ambition Fund, the aim of which was to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. This includes the newly opened bridge in Chesterton which forms an integral part of the Chisholm Trail.

The first Dutch-style roundabout in the country was opened at the Fendon Road/ Queen Edith's way/Mowbray Road junction in 2020, giving equal priority to active travel as motor vehicles through an innovative design. The Covid-19 pandemic has had an unprecedented effect on the way people travel around in Greater Cambridge. In response to the initial wave of the disease, steps were taken to make it easier for people to walk and cycle around the city and maintain social distancing. This was done through a series of experimental traffic management measures that closed various streets to through motor vehicle traffic. Following the trial period, CCC as the Highway Authority has decided that all the trials should be made permanent.

More widely, various schemes have been delivered to encourage uptake of active travel. This includes an e-scooter trial in Cambridge as well as e-bike hire and an e-cargo bike scheme to give residents and businesses the opportunity to try these out.

Alongside improvements to sustainable transport infrastructure, proposals have been developed to significantly improve bus services across the Cambridge travel to work area, encourage uptake of active travel, and identify a mechanism to create space and raise revenue in order to deliver these improvements. In autumn 2021, the 'Making Connections' consultation set out proposals for an improved bus network and explored measures that could be delivered to create space for walking and cycling, alongside improving bus speeds and reliability, and options for raising money to pay for improvements to the transport network. This was followed by further consultation in autumn 2022.

The first steps towards a move to cleaner buses has been made though a successful bid to the DfT for a grant towards thirty new zero emission double decker buses which will come into service early in 2023. The buses will operate on the Park & Ride and Citi2 routes and will also include in-depot charging and charging infrastructure at one Park & Ride site. This follows an initial pilot of two electric buses operating in the city co-funded by the GCP and Stagecoach.

A number of schemes being advanced by other partners which connect the city to the wider strategic rail and road networks. Plans for the new Cambridge South Station were approved by the Secretary of State in December 2022.

The upgraded Huntingdon to Cambridge A14 opened in May 2020, delivering 21 miles of new and upgraded road, as well as improvements to connections for cyclists, walkers, and horse riders. The A428 Black Cat roundabout to Caxton Gibbet scheme received approval from the Secretary of State in August 2022.

OUR APPROACH

Our strategy involves transforming the sustainable transport offer, so more people choose to travel by public transport, active travel and fewer by car. In doing so, we will be flexible and responsive to changing patterns of mobility and technology, and improve accessibility to jobs, services, and leisure opportunities.

The public transport network needs to be quicker, more reliable, and convenient than the private car. To do this, it is essential that the whole journey is considered, and an integrated, and high-quality public transport system is provided that seamlessly connects with other modes for the first and last mile. It also needs to be able to compete on cost.

The figure illustrates the GCP's Future Network 2030 vision and includes wider strategic infrastructure being delivered by other bodies. This includes a new railway station serving the Cambridge Biomedical Campus and the introduction of a completely new railway line into Cambridge from the west as part of East West Rail. Building on this, the vision shows a significantly improved bus network, linked to a number of Mobility (Travel) Hubs.

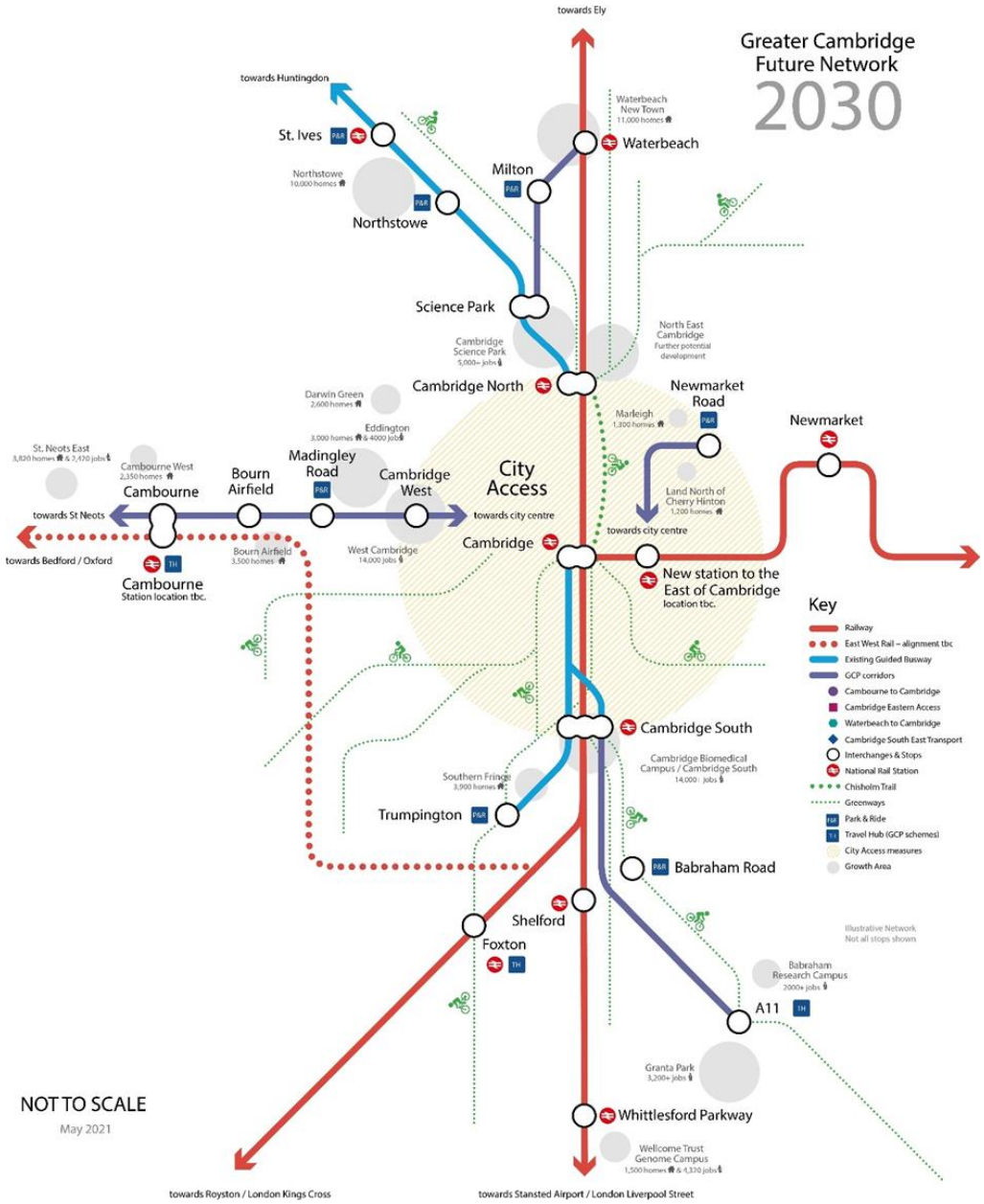

Figure 1 - GCP's Future Network 2030 vision

Integral to this network will be four segregated corridor schemes designed to offer better public transport and active travel routes to the west, north, east, and south east of the city. These routes have been identified as essential to linking the growing communities along each corridor, including Cambourne and the new town north of Waterbeach as well as large employment clusters at West Cambridge, North East Cambridge, Cambridge Biomedical Campus and Granta Park. In addition, it sets out a strategic network of greenways and improvements for non-motorised users that will provide the backbone of a comprehensive network of infrastructure for active travel that stretches outside the city.

This framework provides the basis for a transformed public transport network that will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours. The figure illustrates the Future Bus Network 2030 and shows how contemporary Cambridge with its polycentric employment sites, railway stations and Park & Ride sites will be better connected to the surrounding rural areas.

Figure 2 - Future Bus Network 2030

Mobility (Travel) Hub capacity will be enhanced to enable people to join the sustainable transport network further from Cambridge. These will link up bus and active travel (including facilities for e-bikes) networks whilst providing capacity enhancements to the Park & Ride provision. This ring of Mobility (Travel) Hub sites will be seamlessly integrated into the surrounding local transport networks, allowing high-quality interchange between local bus and demand- responsive services, together with the active travel network.

To genuinely be able to compete with the private car, services in rural villages will have longer operating hours and higher frequencies. This may include a core, rural service, and a move towards Demand Responsive Transport (DRT) that will better connect to railway stations and Mobility (Travel) Hubs to facilitate onward journeys. Towns and larger villages will have substantially improved services of higher frequency and longer operating hours, some of which will include express services, thereby substantially improving journey times. This would mean more direct services between employment sites, residential areas and local shops and services in Cambridge, and more journeys to the key trip generators including the hospitals operating as a turn up and ride service of less than ten-minute intervals. This will be complemented by an extensive set of DRT services focused on addressing the gaps in the public transport network. Work will be undertaken to consider how fares could be reduced to attract more people to use the bus.

However, additional services, improved infrastructure and better connections alone will not facilitate a modal shift from the private car if the bus still gets stuck in traffic and fares are too expensive. To make public transport a realistic alternative, priority will be given to buses so that they do not get stuck in the same congestion as cars. And they need to be more affordable for people to use. To do this we must cut congestion and free up road space for more services as well as raise money for additional services, cheaper fares. To do this, a form of demand management will need to be considered in the city so that the road network is prioritised for active travel and public transport.

Freeing up road space will improve conditions for active travel users dues to the reduction in conflicts. In addition, a mechanism to raise funding for sustainable transport improvements will also be identified.

The GCP's City Access project has developed proposals for significantly improving the bus network, investing further in active travel provision alongside exploring options to create space for sustainable transport and a funding mechanism for improvements. The Making Connections consultation explored these issues through its proposals which were consulted upon in 2021 and 2022, seeking feedback on proposed bus improvements as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through 'Choices for Better Journeys' and the Greater Cambridge Citizens' Assembly. ~~and a funding mechanism for improvements. The Making Connections consultation explored these issues in autumn 2021, including seeking feedback on a new bus network as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through 'Choices for Better Journeys' and the Greater Cambridge Citizens' Assembly.~~

Shaped by the feedback from both consultations, the GCP Board considered proposals for a package of bus and active travel improvements, funded by a Sustainable Travel Zone within which drivers would pay a charge. The Board agreed not to take forward those proposals in September 2023 because of a lack of political consensus at that time. ~~Shaped by the feedback from that process, a proposal for a package of bus and active travel improvements, funded by a Sustainable Travel Zone within which drivers would pay a charge, has been out to consultation during autumn 2022. The GCP's Executive Board will review the responses to the consultation and make recommendations about the way forward during 2023. The implementation of any future charging scheme would be a decision for CCC as the Highway Authority. If there were to be a decision to proceed, bus network improvements and fare reductions could start to be implemented, front funded by the City Deal funds, from as early as the end of 2023.~~

~~Alongside this,~~ Work is continuing on developing a revised network hierarchy for Cambridge that prioritises sustainable transport and active travel modes. With a mechanism that raises funds to provide better bus services and reduces traffic volumes in the city, bold physical measures can be introduced as a complementary measure to prioritise people over the private car and to provide a framework on the basis of which to decide the best use of public space. Physical measures could include bus lanes, cycle lanes and wider footways, modal filters to allow for an environment attractive and conductive for buses, cyclists, and pedestrians.

In addition, further controls on parking will be introduced across the Greater Cambridge area. This includes the delivery of civil parking enforcement in South Cambridgeshire, as well as delivering area parking schemes within Cambridge, including residents' parking schemes. ~~Following a decision on Making Connections,~~ An ***Integrated Parking Strategy*** will set out how on and off-street parking can be more effectively managed to encourage greater use of sustainable transport options.

Significant investment will continue to be made in the active travel network across the area. To spread Cambridge's cycling culture further into the rural parts of South Cambridgeshire, 12 Greenways will be developed and connected to the city centre. The Greenways will enable walkers, cyclists, wheelers, horse riders and other non-motorised users to travel sustainably into the city. These will form the basis of a network linking the rural areas to the city.

This network will be complemented by additional active travel infrastructure alongside the four public transport corridor projects to the north, east, southeast, and west of the city. Within the city, the Chisholm Trail will connect the north of the city to Cambridge Station and the Biomedical Campus, alongside improvements to active travel infrastructure on key radial routes including Milton Road and Madingley Road, building on successful delivery of schemes on Histon Road, Huntingdon Road and Hills Road.

Building on the ***Local Walking and Cycling Infrastructure Plan***, analysis has been undertaken on the current active travel network to identify further gaps and missing links, and this work has identified thirteen more gaps and missing links within the city and its hinterlands that could benefit from significant improvements. Work is being progressed on two of these links, on Hills Road and the A1134 (Perne Road, Mowbray Road, Fendon Road).

There is a desire to identify gaps and missing links further away from the urban areas of Cambridge, where the nature of travel is much more rural. Linking into the ***Rights***

of Way Improvement Plan and the *Active Travel Strategy*, to help identify the key areas for improvement and better connectivity will be vital, and to get past the barriers to active travel. This could include linking villages to key services in neighbouring villages, such as schools, healthcare, and shops. It could also include linking rural areas to key public transport hubs and bus stops, by providing safe routes and facilities for switching mode.

To move away from the traditional 'predict and provide' approach to vehicular traffic on new developments, developers will be expected to adopt a 'decide and provide' approach. Therefore, where appropriate, new developments will need to clearly set out what mode shares will need to be achieved and how it will be monitored and enforced, so that there is no increase in development-related vehicular trips on the network. For strategic sites, this will mean a significantly reduced mode share for cars. Developers will be expected to demonstrate how a combination of supporting measures, policy requirements and behaviour change will work together to deliver new communities where it is easier to make sustainable transport choices. A move away from plentiful unconstrained parking within new developments will be critical to achieving this. Supporting measures and policy requirements for helping to achieve these low car mode shares could include trip budgets and using alternative methods of parking provision on the edge of developments, for example. The vehicular trip budget approach is already being used at North East Cambridge.

Our highway network will continue to play an important role for some journeys, particularly those between our rural villages and for freight movements.

Where appropriate, targeted highway or junction improvements will address safety and congestion issues on the highway where this is identified as an issue, particularly where major population growth is expected. For example, the A10 at Waterbeach New Town, accompanied by investment in sustainable transport. Improvements to orbital corridors would help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through the city and smaller towns and villages.

We will assess the feasibility of investing in a limited number of specific 'pinch points' in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. We will ensure our partners are given support to develop and implement a number of wider strategic upgrades to the highway network, such as the completion of the A428 to the Black Cat junction. This will improve connectivity and key freight linkages with the rest of the country.

WORKING IN PARTNERSHIP

Key to successfully delivering our strategy is working in collaboration with key local and national partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for the Greater Cambridge sub-region.

We will work closely with:

- The GCP, who are currently leading the development and delivery of a programme of sustainable transport improvements, including a series of public transport corridors connecting Cambridge to growth sites to the north, east, south east and west of the city. We will support the GCP in delivering the proposed bus network improvements ~~set out in Making Connections~~, through our bus reform work, if the decision is taken for the scheme to progress;
- The Local Planning Authorities of Cambridge CC and SCDC, who will be updating the ***Transport Strategy for Cambridge and South Cambridgeshire*** alongside the development of the ***Greater Cambridge Local Plan***;

- CCC, who have responsibilities for maintenance and investment in the local highway network; and, if a decision were to be taken to proceed, for administering any future road pricing scheme to fund the bus network improvements that we will deliver; and
- DfT, National Highways, Network Rail, the East West Rail Company, and train operating companies responsible for delivering wider strategic transport improvements.
- The schemes that are required to sustainably deliver the planned growth proposed within the current ***Local Plans for Cambridge and South Cambridgeshire*** are listed below. These schemes are being developed and delivered in partnership by us, the GCP, CCC, and national partners such as National Highways and Network Rail.
- Greater Cambridge Partnership (GCP) schemes:
    - Cambourne to Cambridge;
    - Cambridge South East Transport;
    - Cambridge South West Mobility (Travel) Hub;
    - Waterbeach to North East Cambridge;
    - Cambridge Eastern Access Phase A;
    - City Access ~~including Making Connections~~.;
- GCP Active Travel Schemes;
- Waterbeach Station relocation;
- A10 (Waterbeach to Cambridge) highway improvements; and
- A10 Ely to Cambridge Improvements.

There are also a number of other schemes being developed which are not specifically required in the adopted plans, these include:

- City Access;
- Foxton Rural Mobility (Travel) Hub;
- The A428 Black Cat to Caxton Gibbet;
- Cambridge South Station; and
- The A10 (Ely to Cambridge) highway improvements.

Further potential transport schemes were identified as required to mitigate the transport impacts of draft allocations included in the 2021 ***Greater Cambridge Local Plan*** First Proposals consultation. The revised ***Transport Strategy for Cambridge and South Cambridgeshire*** will be prepared to support later stages of the ***Greater Cambridge Local Plan***. This will confirm the transport infrastructure and policies required to mitigate the proposed sites once the development strategy is finalised. Engagement with the wider community, businesses, large employers, organisations at large employment sites, and developers will be critical in successfully delivering the vision for the area.

STRATEGIC PROJECTS

Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the region, and the UK.

A new railway station serving the southern fringe of Cambridge has been a long-term aspiration. By 2031, there will be 27,000 jobs at Cambridge Biomedical Campus – an internationally significant health and life sciences cluster - and 4,000 new homes in the southern fringe area. Local partners have worked collaboratively for several years to build up the evidence to demonstrate the benefits that improved rail connectivity would be bring to this part of the city. In 2018, Network Rail submitted a TWAO to the Secretary of State for Transport for deemed planning permission to build a two storey, four-platformed new station on the West Anglia Main Line, next to Cambridge Biomedical Campus. The TWAO was approved in December 2022, with a provisional opening date of 2025.

We support the Ely Area Capacity Enhancement (EACE) project that will help significantly enhance the national strategic freight route between Felixstowe to Nuneaton (F2N) as well as unlock the capacity necessary to deliver proposed improvements to rail services from the north.

A further boost to the rail offer for the area will be East West Rail. This major infrastructure scheme will deliver a sustainable east-west transport option that connects the communities, businesses, and universities of the cities of Oxford and Cambridge and the settlements along the corridor. Services will run all the way from Oxford to Cambridge by the end of the decade if the consents are forthcoming in the anticipated timeframe.

We shall continue to work with partners to explore options for upgrading the railway between Cambridge and Newmarket to enable greater frequencies on this route and to identify the potential for additional access to the railway network to the east of the city should East West Rail extend to the east of Cambridge. We support electrification of this key route from Day One of operation, to reduce journey times and limit carbon impacts.

To facilitate improvements to the bus fleet we will work proactively with partners to identify and deliver appropriate bus depot provision that is fit for the future.

We support National Highways' plan to upgrade the A428 between the Black Cat roundabout on the A1 and the Caxton Gibbet roundabout to the west of Cambourne with a new 10-mile dual carriageway and a number of junction improvements. This is a Nationally Significant Infrastructure Project (NSIP), and a Development Consent Order was granted by the Secretary of State in August 2022.

In addition, we shall continue to work with National Highways if they decide to investigate future improvements to the reliability of the M11 around Cambridge.

LOCAL PROJECTS

With our partners, we have developed a package of significant public transport, active travel improvements, alongside targeted highway investments. The aim of this package of measures is to deliver a more sustainable transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive.

CAMBRIDGE CITY

The GCP's City Access programme targets a variety of interventions that prioritise and support the uptake of sustainable travel modes in Greater Cambridge in order to reduce congestion, improve environmental outcomes and support inclusive growth. It aims to deliver a cohesive, people-focused sustainable transport system in Greater Cambridge by freeing up road space and considering ways of raising revenue to support sustainable travel modes. The programme includes a variety of interventions including a revised road network hierarchy, an **Integrated Parking Strategy** for Greater Cambridge and a freight and deliveries consolidation pilot. It also has a rolling programme of 'quick wins' to improve opportunities for sustainable travel across the city and is commencing work on behavioural interventions that can help to increase travel by sustainable modes.

Under City Access, proposals were put forward to improve bus services into and around Greater Cambridge enabled by a sustainable travel zone. In September 2023, the GCP Executive Board agreed that whilst the proposals as revised following consultation met the objectives of the City Deal programme and responded well to the consultation findings there was not political consensus to progress with developing the business case for the Making Connections proposals any further at this stage. The City Access programme will continue to consider how best to achieve its objectives following this decision.

~~The principles set out in the GCP's City Access project and the 'Making Connections' consultation form the basis of developing a cohesive, people-focused sustainable~~

~~transport system. Improved bus services and active travel links will offer people an attractive choice to travel sustainably into, out of and around the city, and will better reflect the polycentric nature of the city. A form of demand management will not only free up road space to be able to give priority to public transport and active travel but will also raise funds to dramatically increase the number, quality, reliability, and coverage of bus services available as well as to reduce fares. Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. This will be complemented by a revised network user hierarchy for the city and an *Integrated Parking Strategy* that prioritise and support uptake of sustainable transport modes.~~

The 'wheel' of Greenways feeding into the city will join up with cross-city routes such as the new Chisholm Trail to connect existing areas of the city with new growth areas, creating a coherent network for active travel. Targeted local improvements and connectivity gaps will be addressed based on the routes identified through the GCP's Cycling Plus consultation, the Local Cycling and Walking Infrastructure Plan and the Making Space for People Supplementary Planning Document by Cambridge CC, intended to help deliver a people focused environment.

Improvements to the bus fleet in Cambridge will commence following a successful bid to central government for funding to contribute to zero emission replacements of the first 10% of the local bus fleet. Thirty new electric double decker buses will be rolled out across the city as part of the Zero Emission Buses Regional Area (ZEBRA) initiative with an ambition to meet our Climate Commission's recommendation for all services to be zero emission by 2030.

We shall continue to explore the role new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, as we look to integrate modes of travel throughout the area. There is also an opportunity to use new and developing technologies to help improve freight delivery across the city, including consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

North and Northwest– towards Waterbeach and Ely, and Northstowe

A new town north of Waterbeach, located six miles north of Cambridge along the A10 corridor towards Ely, will be home to a new settlement of around 11,000 dwellings. At the southern end of this corridor is Cambridge Science Park, a major employment site which is part of a wider growth area called North East Cambridge. This area will expand to become an important new quarter of Cambridge, with a further 8,350 homes and 15,000 new jobs identified in the proposed North East Cambridge Area Action Plan that would come forward over the next 20 years and beyond.

Key to building sustainable travel patterns, and a successful thriving community, is comprehensive and reliable public transport and active travel provision, coupled with significantly reduced levels of vehicle trip generation which will be controlled through a vehicular trip budget. We will support the GCP in the delivery of a new segregated public transport and active travel corridor between Waterbeach and Cambridge. This will be integrated with a new Mobility (Travel) Hub, to provide a genuine alternative to the private car. This forms one of four segregated corridor routes into the city that will be integral to the GCP's Cambridge Future Network concept.

The relocation of Waterbeach railway station, with a larger car park and longer platforms, and 'Greenways' from Waterbeach to Cambridge and Horningsea to Cambridge for active travel users, wheelers, and horse riders, will help to attract drivers away from their cars and create a more sustainable transport system.

Interventions and improvements to the A10, including at Milton Interchange will be investigated to support the delivery of the new town north of Waterbeach and assist in the alleviation of severe traffic congestion and safety concerns along the corridor. This will be accompanied by parallel infrastructure for non-motorised users.

The new town of Northstowe, served by the existing Busway which connects St Ives (via Northstowe) to the Science Park and Cambridge North Station, is also located close to this corridor.

WEST – TOWARDS CAMBOURNE, ST NEOTS AND BEDFORD

Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport will be transformed by GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Mobility (Travel) Hub at Scotland Farm as well as parallel facilities for active travel, wheelers, and horse riders. A new railway station at Cambourne as part of the East West Rail scheme will offer rail connections to Cambridge and St Neots.

Key routes from Comberton, Barton and Haslingfield will be serviced by new Greenways linking to the city. The existing St Ives Busway active travel path also forms part of the new Greenways network with upgraded/ new links from the Busway to Over, Cottenham and Fen Ditton.

Case Study: Guided Busway

The busway track - the longest in the world - is made up of two concrete beams with kerbs and guide wheels on the bus connect with the kerb and run along it to steer the bus. Stagecoach and Whippet are the two bus companies running services for the busway.

There are three Park & Ride sites served by busway routes, with frequent buses throughout the day.

SOUTH – INTO SOUTH CAMBRIDGESHIRE AND TOWARDS STANSTED AIRPORT

We will continue to work with partners to secure and deliver improvements to both the infrastructure and services on key rail routes. A new railway station at the Cambridge Biomedical Campus will transform connectivity to the site and we shall continue to lobby the rail industry for more frequent services on the route to London Stansted Airport, as well as proposed frequency increases on the King's Cross route as part of the current franchise.

New Mobility (Travel) Hubs at the junction of the M11 with the A10 (Cambridge South West Mobility [Travel] Hub) and on the A10 at Foxton will provide further opportunities to join the sustainable transport network further out of the city and to access high-frequency public transport links. These will also be integrated with local bus and active travel networks. The Melbourn Greenway and the Sawston Greenway will form the backbone of the strategic cycle network into the city, connecting to railway stations, Mobility (Travel) Hubs and linking to other Greenways. We will continue to support Hertfordshire County Council to develop and deliver a cycle bridge over the A505 near Royston and provide the final section of cycleway between Melbourn and the town.

We will continue to investigate a multimodal package of improvements along the A505 corridor between Royston and Granta Park to support the internationally important cluster of Science Parks in the area through better orbital public transport links, active travel measures and safety improvements. These schemes will be tied into the Whittlesford Station improvements.

EAST – THE BIOTECH CORRIDOR AND TOWARDS NEWMARKET AND HAVERHILL

In addition to the new railway station proposed for the Cambridge Biomedical Campus, further sustainable transport choices will be delivered. This will cater for the

significant number of people who will be working on the site through the provision of the third of the GCP's segregated public transport and active travel corridor – the CSET scheme. CSET will link the campus to other major employment sites along the A1307 corridor towards Haverhill, connecting the internationally significant life sciences and R&D clusters at Babraham Research Campus and at Granta Park.

The scheme will see a new segregated public transport route between the A11, Sawston, Stapleford and Great Shelford and the Biomedical Campus as well as active travel, bus, and road safety improvements along the A1307. Additional parking spaces will be provided at Babraham Road P&R, along with a new Mobility (Travel) Hub at the junction of the A11 and A1307. This will allow drivers to transfer to sustainable transport modes well before they approach the city, as well as being integrated with local bus and active travel networks. Alongside the public transport route will be a new active travel path, which will complement the Sawston and Linton Greenways.

Major new development is planned for the east of the city. A development of 1,300 new homes is under construction off Newmarket Road, with planning permission granted for a further 1,200 on land north of Cherry Hinton. In addition, land at Cambridge Airport, safeguarded in the 2018 Cambridge Local Plan and South Cambridgeshire Local Plan should it become available, has been identified for redevelopment in the Greater Cambridge Local Plan First Proposals. This follows Marshall's announcement that it intends to relocate its Aerospace and Defence businesses by 2030. A fourth corridor scheme is being developed to accommodate growth and to help address existing congestion and pollution issues in this part of the city. The scheme consists of short-term improvements which can be in place by 2025 to serve the sites with planning permission. The potential for longer term improvements, which could include segregated public transport and potential for policy and behavioural interventions, have been identified that would be needed if the airport site is included in the final adopted version of the Local Plan for redevelopment.

Short term improvements focus on Newmarket Road and include improvements to the Elizabeth Way and Barnwell Road roundabouts to make them more accommodating for public transport and active travel, as well as improvements along the length of Newmarket Road for cyclists and pedestrians. These active travel improvements will also connect into other active travel infrastructure being delivered, such as the Fulbourn, Bottisham, Swaffhams and Horningsea Greenways and the Chisholm Trail. To intercept traffic before it gets into the city, the longer-term aspiration is for the current Newmarket Road Park & Ride site to be relocated further out that would ensure more spaces can be delivered, and options for orbital public transport and active travel movements to North East Cambridge and Cambridge Biomedical Campus will be explored.

RURAL SOUTH CAMBRIDGESHIRE

South Cambridgeshire has a dispersed population spread across more than a hundred villages and other settlements that means that conventional bus services are often not viable, leaving much of the district currently reliant on the private car. The comprehensive plans for public transport and active travel routes into the city provide a strategic network that reaches out into the rural parts of Greater Cambridge in each direction. The future bus network also envisages greater rural links to local services, market towns and key transport hubs such as rail stations. The ring of Mobility (Travel) Hubs further out of the city means that locally led transport solutions including DRT can feed into high quality public transport corridors even in remote villages where conventional bus services are often not viable, and drivers can join the public transport or active travel network to complete their journeys. This approach will be complemented by the region-wide application of the DRT network that will also provide greater access between villages and outlying market towns.

In addition, the 'wheel' of Greenways will connect smaller settlements and can be used for local journeys as well as longer distance commutes into the city and provide the focus for further links that connect local bus and rail services. The 12 Greenways are: Barton, Bottisham, Comberton, Fulbourn, Horningsea, Haslingfield, Linton, Melbourn, Sawston, St Ives, Waterbeach and Swaffhams.

HUNTINGDONSHIRE

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OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct approaches for the distinct geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each approach outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by ourselves and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

This section includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

BACKGROUND

Huntingdonshire is the largest district in Cambridgeshire, with a population of 181,804 across an area of over nine hundred km^2. It is predominately rural in nature, with a sparse population density of just four people per acre, compared to seventy-five people per acre in Cambridge. Local employment and key services are focused in the market towns of Huntingdon, St Neots, and St Ives. Huntingdonshire's other towns are the smaller, more rural town of Ramsey and Godmanchester which is closely linked to Huntingdon. All five of Huntingdon's towns and the many rural villages in the district have strong links to neighbouring communities, including Cambridge to the east, Peterborough to the north and Bedford to the southwest. These provide employment, shopping, leisure, and health services to complement those available within the district and generate significant long-distance travel demand.

RECENT DEVELOPMENTS

Huntingdonshire's population has grown by around 20% over the past two decades and is now home to over 180,000 residents (mid 2020), partly in response to housing market pressures in and around Cambridge, Peterborough, and London. Recent housing and employment growth have been concentrated in and around the district's main towns, and to a lesser extent within the larger villages, placing a significant pressure on the region's transport infrastructure.

Huntingdonshire's Local Plan to 2036 outlines proposals for at least 20,100 new homes (both market and affordable), together with 14,400 additional jobs, in the period 2011-2036. Development will be focused in four spatial planning areas, reflecting their status as the district's traditional market towns and most sustainable centres. These are:

- Huntingdon, including Brampton and Godmanchester and the new strategic expansion location of Alconbury Weald;
- St Neots, including Little Paxton and the strategic expansion location at St Neots East;
- St Ives; and
- Ramsey, including Bury and the former RAF Upwood site.

TRANSPORT CHALLENGES

OVERVIEW

The predominantly rural nature of Huntingdonshire means that the local communities rely on the private car for the vast majority of trips. For example, approximately 79% of journeys to work within the district are by private car, which contributes towards issues such as local congestion, particularly within the market towns and also to poor air quality. The high traffic flows, particularly through rural villages and in the various high streets in the district also have negative impacts on the local environment and this contributes to making it less attractive to walk or cycle for local journeys.

Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records and can present challenges for freight transport. While the region benefits from excellent strategic links, including the East Coast Main Line and the A14, A428 and A1, these also suffer from significant traffic congestion particularly at key junctions, having adverse impacts on the environment and health.

ACCESSIBILITY TO ESSENTIAL SERVICES

One of the key challenges facing the district is increasing the accessibility to essential services. Access to a range of places, especially for employment, education and leisure is essential for the residents of and visitors to Huntingdonshire. In terms of key movements and key service destinations, ensuring there is good, fast, and reliable connectivity to Cambridge, Peterborough and also within the district to the key market towns of Huntingdon, St Neots, St Ives, and Ramsey is crucial.

PUBLIC TRANSPORT

Aside from the East Coast Rail Line and the Guided Busway, linking Huntingdon, St Ives and Cambridge, there is a notable lack of sustainable, high-quality, long- distance public transport connectivity from Huntingdonshire. This acts to limit the commuting opportunities of residents in Huntingdonshire, making it difficult to travel to employment, health, leisure, retail, training, and education opportunities further afield, such as at the Cambridge Biomedical Campus.

CROSS BORDER TRAVEL

There are strong employment links across the border to Central Bedfordshire and enhancing cross border journeys is an area identified as in need of improvement for Huntingdonshire.

SOCIAL EXCLUSION

Within the district, there are many residents who lack access to private transport – particularly within rural villages – and these areas often have limited or no access to good quality and affordable public transport. Subsequently social exclusion is exacerbated and as a result some people are 'forced' into car ownership as they feel they have little practical alternative to access employment or other key services. This only serves to increase the sense of social isolation and exclusion for those without access to a private car. Bus services, particularly within rural areas, are infrequent and costly, and community transport for those not directly served by bus does not always provide a meaningful service or connection. However, the Ting service in West Huntingdonshire provides for an innovative Uber-style bus service trial serving parts of Huntingdonshire, allowing access to key destinations for residents.

ACTIVE TRAVEL

Whilst some areas of the larger market towns do have a relatively good quality active travel network already in existence, well connected, dedicated, high-quality walking

and cycling infrastructure is limited outside of Huntingdon, St Neots and St Ives. These towns require updated and improved provision in many cases too. Safe, quality active travel opportunities are particularly limited in rural areas and villages. As a result, the use of active modes more widely is limited and contributes to poor health outcomes. A key challenge for the plan is to place greater emphasis on providing the missing links within the active travel network and capturing opportunities for longer distance cycle routes for commuting and recreation.

FUTURE GROWTH

Delivering the growth proposed in the ***Huntingdonshire's Local Plan to 2036*** in a sustainable way for the transport network is a key challenge for the district. Future development, in particular at Alconbury Weald, is dependent on securing significant upgrades to the region's transport infrastructure and network. If new growth areas are to be attractive places to live and work, they need to be well-integrated into the fabric of the region's transport network, including the highway network without worsening congestion and provide seamless public transport connectivity between market towns and between the district and other locations such as Cambridge, Peterborough, and London.

A proposed new rail station at Alconbury would enable a north-south rail connection and bring benefits to residents, workers and businesses within the new development as well as creating valuable links to other economic hubs. The environmental impacts of such transport infrastructure must however be mitigated, with measures implemented to maximise carbon and health benefits of the scheme.

We will work closely with partners at Huntingdonshire District Council (HDC) as well as Cambridgeshire County Council, Network Rail and National Highways and other key stakeholders to help secure funding sources, recognising too that HDC are a Community Infrastructure Levy charging authority, to enable the required infrastructure for this growth to be delivered.

PROGRESS TO DATE

In recent years, progress has been made on several different transport issues for Huntingdonshire:

A14

The £1.5bn A14 Cambridge to Huntingdon improvement scheme is one such example. The first section of this route, between Swavesey and Brampton Hut at the A1 to the south of Huntingdon, opened in December 2019, with the remainder of the route opened in May 2020.

This scheme included the removal of the A14 viaduct over Huntingdon town centre helping to create a more attractive environment within the town, with the wider upgrade of the route alleviating a serious bottleneck on the major highway link between Cambridge and Peterborough.

ST NEOTS

Major investment is also being delivered in St Neots, agreed by our Combined Authority Board in June 2018. This package of interventions was designed to pave the way for accelerated growth within the town and were outlined in the St Neots Masterplan. In addition, the town centre of St Neots has been supported by funding from the Future High Street Fund (FHSF) that will deliver six projects; aimed at transforming the town for the benefit of local people, businesses, and visitors.

DEMAND RESPONSIVE TRANSPORT

In October 2021, we started a new Demand Responsive Transport (DRT) service in west Huntingdonshire named Ting. The service employs four small single deck buses providing an innovative 'Uber-style' service across parts of Huntingdonshire.

Passenger levels have continued to increase significantly, and the service has now been extended and fully funded to run until the end of 2023.

LOCAL VISION

Our vision for Huntingdonshire is:

> To help tackle climate change and support growth within Huntingdonshire, allowing the economy to thrive, while promoting and enhancing active travel and tackling existing congestion.

The vision will be supported by the delivery of this Plan, the ***Transport Strategy for Huntingdonshire*** (TSfH) and a range of other child documents, including the ***Active Travel Strategy*** and the ***Bus Service Improvements Plan*** (BSIP).

OUR APPROACH

CONNECTIVITY

Creating better links between the five market towns within the district, as well as Greater Cambridge, Peterborough, South Cambridgeshire, and Fenland will make Huntingdonshire a more attractive place to live and work. It is also important that cross border and regionally and nationally strategic movements are enhanced.

Sustainable alternative travel modes, particularly public transport and active travel will be key to improving connectivity in Huntingdonshire. Public transport in all of its guises remains a vital tool in sustainably moving people to and from their homes to key services.

BUSES

The bus network is key to delivering greater connectivity throughout our region linking larger towns with some smaller villages through more frequent local routes and establishing frequent services for core inter-urban routes, such as St Neots – Cambourne – Cambridge, Alconbury – Huntingdon – St Ives – Cambridge and Peterborough, Bedford – St Neots – Cambourne – Cambridge, Peterborough – Alconbury, Huntingdon – St Neots, Huntingdon – St Ives – Cambridge and Peterborough – Ramsey – Warboys.

In addition, improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.

The revised BSIP will be an important tool for helping us to deliver bus service improvements in the region, and the TSfH will help us focus on the local bus network and the improvements and enhancements required both now and in the future with the new developments proposed.

RURAL BUS SERVICES AND DRT

As well as addressing the key intra-urban routes within Huntingdonshire, which are so important to the movement of workforce and the delivery of growth, we will also tackle the gaps in public transport provision in the rural areas, including the villages and the more rural town of Ramsey.

Huntingdonshire's Local Plan to 2036 identifies Ramsey as a Spatial Planning Area and one of the main locations within Huntingdonshire suitable for sustainable growth. The Spatial Planning Areas are responsible for providing approximately three quarters of

the district's objectively assessed need for housing and the majority of employment and retail growth.

Therefore, in order to maximise accessibility within and to/from these areas, a comprehensive package of local routes and DRT options will be provided. This will offer an integrated and sustainable network, with an attractive and consistent frequency, linking larger towns and some smaller villages.

We will review and assess the public transport offer, limitations, and barriers within Ramsey to identify infrastructure that would improve the network in and around the town. In addition, a review of levels of service at evenings and weekends will be undertaken and improvements made to the services provided during these times.

Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with HDC and building on the Ting trial, we will ensure that local community and DRT provides accessibility for all, seamlessly integrated into the bus and rail network with dedicated interchanges and joint ticketing wherever possible.

Again, the BSIP and the TSfH will be key to delivering these targeted improvements and we continue to investigate options for bus reform in the region.

Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network, including DRT. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport. The Bus Reform work will be complemented by the lessons learnt from the Ting trial in West Huntingdonshire, to ensure all within Huntingdonshire have an affordable, sustainable, public transport option that provides access to employment, education, shopping, and recreation, at a reasonable frequency. In relation to bus service improvements, larger settlements will be prioritised as there will be sufficient critical mass in these areas to make particular services viable. This programme will then be expanded to the more remote and low population density villages once bus usage has become more normalised.

INTERCHANGE AND MODAL INTEGRATION

Our approach will integrate all forms of public transport – including rail services, local buses and community and DRT – to provide a seamless, attractive, and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural Mobility (Travel) Hubs, offering improved real- time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system. The importance of first/last mile connections should not be under-estimated – investment will be forthcoming to ensure safe, well-maintained links are provided to Mobility (Travel) Hubs and major attractors, including key transport hubs. For example, we will investigate where best to locate any new bus stations or interchange facilities in Huntingdon and the market towns, where this is required. Wherever possible, these will be closely aligned with other modes and interchanges, for example rail stations.

As part of this overarching package, due consideration will be given to car share schemes, improving the safety of our active travel routes, whilst examining the appropriate implementation of e-bike and e-scooter schemes within the towns of Huntingdonshire.

RAIL

Improving the rail offering in the region is another key aspect of this Plan, including in Huntingdonshire.

We will explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including improving multi-modal connectivity to Alconbury Weald. This includes the potential for a new railway station

being investigated with partners at Alconbury Weald, as outlined in ***Huntingdonshire's Local Plan to 2036***:

"Transport infrastructure improvements proportionate to the scale of development including linkages to the Cambridgeshire Busway and the identified opportunity for provision of a railway station on the East Coast Mainline Railway"

In addition, we support the delivery of East West Rail (EWR) to provide a direct rail service from Cambridge to Oxford. Local connectivity into the EWR route is key to maximise the potential of the scheme and ensuring the people of Huntingdonshire have increased opportunities to access key employment, education, retail, and health destinations. This includes lobbying the EWR Company and government to provide an appropriate station in the St Neots vicinity. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough's productivity.

ACTIVE TRAVEL

Active travel is a key element to our strategy for Huntingdonshire. Increasing uptake in the district is crucial and will take the form of better infrastructure and routes within our market towns, and also connecting villages to these towns where services can be provided.

New, high-quality active travel infrastructure helps to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car, or unable to drive, more independence and opportunity to travel.

We must acknowledge that in the more rural areas of Huntingdonshire this is a particular challenge, with distance to travel by cycle or walking as well as real and perceived safety issues providing a barrier to uptake. The ***Active Travel Strategy*** and the TSfH will be key tools in helping to tackle these issues and for helping to 'fill in' gaps in the network and improve connectivity.

HIGHWAYS

Despite active travel and public transport measures being the priority, there remains a need to invest in targeted highway improvements in the district, such as the A141 and St Ives Improvements, so that the needs of all users are met.

Additional targeted highway, active travel and public transport improvements are required at major development sites such as Alconbury Weald and Ramsey, to support the delivery of much-needed homes and jobs in a sustainable manner. We will actively engage with central government to secure the investment required to improve access to these sites, particularly addressing the A141 corridor, helping to create faster, more reliable journeys by all modes. It is important that this project is accelerated and delivered as soon as possible to ensure that the planned housing delivery can move forward in a timely manner.

Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbet and the Black Cat Roundabout, will also improve accessibility to Greater Cambridge and the rest of the UK and help to make Huntingdonshire a more attractive place to live and work.

It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. Active and sustainable travel options will be provided alongside highway improvements. These will be planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.

ALTERNATIVE FUELS AND TECHNOLOGY

Sixteen electric charging points have been installed around Huntingdonshire, and we will continue to support electric vehicle charging and infrastructure for electric public transport; in partnership with HDC and central government with the aim to reduce carbon emissions and improve local air quality.

STRATEGIC PROJECTS

NORTH / SOUTH

The A1/A1(M) runs through the middle of Huntingdonshire, acting as a key strategic route to London and northern England, together with being a key local corridor between St Neots, Huntingdon, Alconbury and Peterborough. Between Junction 10 at Baldock (in North Hertfordshire) and Junction 14 at Alconbury, the route suffers from significant congestion and a poor safety record, due to a sub-standard alignment, numerous at-grade right-turn junctions, and five roundabouts on an otherwise grade-separated route between the M25 and Newcastle-upon-Tyne in the North East of England.

Therefore, we support improvements to the A1 corridor to be delivered by National Highways. The development of the A428 Black Cat to Caxton Gibbet improvement scheme will address one of the key existing congested interchanges. Throughout the development of this corridor, the needs of all modes need to be considered, addressed, and integrated into any scheme.

These improvements will help to provide capacity, together with improving safety along the corridor, reducing severance to local villages, and improving journey times and reliability for journeys to, from and within Huntingdonshire along the corridor.

EAST / WEST

East-west accessibility from Huntingdonshire, in particular to and from Cambridge, is limited, and hence we are supporting a number of improvements currently being developed by National Highways and the East West Rail Company.

EWR will provide a new railway linking Cambridge, Bedford, and Milton Keynes to Oxford, transforming public transport accessibility across the Oxford to Cambridge corridor. Unlike the rest of the route the Bedford and Cambridge line will follow a completely new route and therefore connectivity to the route and interchange points must and will be integrated into the fabric of the local area, ensuring good quality, sustainable first/last mile links are provided to key destinations, public transport hubs/networks and the active travel infrastructure.

Within the district, the improvements to the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three- level grade-separated interchange between the A1 and the A428 is essential to improve east-west movements. In order to address central government policy, we will lobby for improvements for all modes.

LOCAL PROJECTS

ALCONBURY

Significant new housing and employment growth is taking place in the Alconbury Weald area. To support this growth, a number of local schemes will be identified, developed, and implemented. These will provide improvements for all modes on the A141 around Huntingdon, safeguard an alignment for A141 to the north of Huntingdon and provide better multi modal accessibility to, in and around Alconbury Weald. With regards to the A141, a study has been undertaken on the options for improving the performance of the highway which has reached Outline Business Case (OBC) and we remain committed to delivering improvements. The multi modal offer for Alconbury will include working with partners to develop a new rail station, as outlined in *Huntingdonshire's Local Plan to 2036*, thereby increasing the accessibility of the area by sustainable means to key destinations.

ST IVES AND WYTON AIRFIELD

Improvement projects in and around St Ives are planned to mitigate the impact of developments and connect the area's key residential and employment centres in a sustainable manner. The provision of a transport interchange could provide a focal point for high-quality bus and active travel infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.

Our A141 and St Ives Improvements project is currently being prioritised and worked on to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve the public realm, as well as improving connectivity through active travel modes, walking, and cycling. In addition, improvements to bus service provision and interchange will be taken in consideration.

RAMSEY

Ramsey is a town about nine miles north of Huntingdon. The extensive parish also includes the settlements of Ramsey Forty Foot, Ramsey Heights, Ramsey Mereside, Ramsey Hollow and Ramsey St Mary's. Those without access to a private car can be socially excluded with limited opportunities to access the key employment, retail, health, and leisure opportunities in the neighbouring towns of St Ives and Huntingdon, as well as the city of Peterborough.

A study will also be undertaken to fully assess the transport challenges for the area inclusive of all modes. This study will also outline the potential options to address these challenges and how appropriate funding could and should be sought.

ST NEOTS

St Neots is a town served by a fast rail link into London that makes it an attractive location for commuters. However, the limited public transportation links to and from the town centre to the train station, residential areas (old and new) and other key attractions such as education and employment locations is hampering connectivity for the town's population.

PETERBOROUGH

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OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct approaches for the distinct geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each approach outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by ourselves and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

This section includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

BACKGROUND

Peterborough is a rapidly growing city, with a population of over 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it has grown significantly after its designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of Anglia Ruskin University, Peterborough (ARU Peterborough) which opened in September 2022.

Peterborough's patterns of growth are reflected in its geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire, helping to support significant growth around the city.

Transport is a key strength for Peterborough, with the A1 (M), A47, A15 and A16 providing strategic connections to other towns and cities. These routes, along with the city's Parkway network provide a key connection to the strategic road network and play an important economic role for the logistics businesses across Peterborough and the many agricultural and food businesses located across Fenland and South Lincolnshire.

GROWTH

Peterborough has been one of the fastest-growing cities in the country over the past decade, experiencing population growth of 17% between 2011 and 2021. The fastest-growing district across the region. Recent growth has been focused at Hampton to the south of the city, a major urban extension on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused sites close to the city centre also offer the opportunity for continued investment and regeneration.

Peterborough's Local Plan, adopted in July 2019 outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.

The ***Local Plan*** sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground.

In addition, proposed housing growth in the surrounding districts of South Lincolnshire and North Northamptonshire has the potential to increase commuting trips to the city on key corridors including the A15, A16 and A605.

CHALLENGES AND OPPORTUNITIES

To date Peterborough's transport network has served the city well, however, recent, and planned housing and employment growth has resulted in capacity issues emerging on the road network. As congestion and delay increases on the Parkway network, and queues form at key junctions, the potential for delivering new homes and jobs in the area is becoming increasingly constrained.

The city centre is also entering a new and exciting phase in its development, a phase that will deliver significant levels of growth. The vision and ambitions are outlined in the ***City Centre Development Framework***, which details seven 'opportunity areas' across the city centre that will be the focus for redevelopment. The extensive redevelopment of the Embankment Area and Peterborough Station Quarter are both identified as key opportunity areas. To complement the city centre development aspirations, a ***City Centre Transport Vision*** will help guide future planning policy and provide an ambitious vision that will ensure consistency to future development and growth within the city centre.

Peterborough is viewed by government as one of the 'left behind' towns that has failed fully to benefit from the growth of a knowledge economy in the UK. In the context of the Levelling Up Agenda, Peterborough is categorised by central government as a 'Priority One' area. The allocation of 'Priority One' specifies that government deems Peterborough as a region in most need of investment through Levelling Up funding. Peterborough was successful with its £50m Round 2 Levelling Up Fund bid for the redevelopment of Peterborough Station.

In July 2019, Peterborough City Council declared a climate emergency. The City Council have committed to make the council's activities net zero carbon by 2030, and to also support Peterborough become a net zero carbon city. Transport and travel form a key part of this ambition, including encouraging the use of active travel modes, public transport, and electric vehicles. Increasing the number of people travelling sustainably in Peterborough will significantly reduce the city's carbon emissions, along with bringing several other vital benefits including improving physical and mental health, improving air quality, reducing travel costs, stimulating the economy, and providing jobs to the local area.

At present, Peterborough generally has a good quality day-time bus service; however, frequencies are generally less than they pre Covid pandemic when some parts of the city had buses every ten minutes. The evening bus service is only hourly which makes it inconvenient for passengers and the perceived safety concerns at the Bus Station remain an ongoing issue to resolve.

Peterborough has a large network of segregated cycle and pedestrian routes; with significant improvements to the public realm in and around the city centre and the railway station expected to be delivered as part of city centre redevelopment. However, some major roads and junctions lack adequate provision for all non-motorised users, while in places the Parkway network causes severance between communities that deters active travel between them. The development of the ***Local Cycling and Walking Infrastructure Plan*** (LCWIP) for Peterborough has identified cycling routes across Peterborough where investment will give the greatest propensity to cycle. In addition, continued investment, and maintenance of the network, particularly integration of walking and cycling routes into new developments, is needed

to ensure walking and cycling is an attractive option for people of all ages and abilities to travel around Peterborough.

PROGRESS TO DATE

Highway improvements have been delivered to support new development, including the upgrade of the A47 Junction 20 to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Other major schemes that have recently been completed:

- Junction 18. The project increased capacity of the junction and refurbished the footbridge over the A47/A15 roundabout and junction;
- A605 Stanground. The project improved the junction of the A605 Whittlesey Road with the B1095 Milk and Water Drove by creating an additional eastbound lane on the A605 for right turning traffic; and
- A605 Alwalton. An additional eastbound lane was created on the A605 from the Alwalton junction to Lynch Wood to alleviate significant congestion. A number of walking and cycling improvements were also delivered as part of this scheme.

Over recent years there has been significant focus on promoting sustainable travel across the city. The Council has delivered fourteen School Streets initiatives that encourage schools to close the street outside of the school gates during drop off and pick up times. The School Streets project has realised a significant reduction in congestion close to the school sites and increased numbers of parents, pupils and staff travelling in sustainable and active modes. Further School Streets schemes are planned in the future to ensure that active travel is the first choice for all school journeys in Peterborough.

The city has been enthusiastic to embrace the potential that new technologies may bring. The city has 22 electric vehicle charging spaces cross the city centre. Four of these are rapid electric vehicle chargers for the local taxi trade, of which £90,000 was awarded by DfT supported with an additional £22,500 local contribution. It is planned to continue the roll out of electric vehicle chargers across the city centre and future deployment in residential areas.

OUR APPROACH

Investment in highway improvements, particularly on the Parkway network, will continue to support growth where required. However active travel improvements will also form part of any improvement scheme to encourage trips on foot and by bicycle. In addition, active travel infrastructure will be delivered within new developments, providing links to existing infrastructure, which alongside public transport, will be key to making urban extensions sustainable and not reliant on the private car.

The ***City Centre Transport Vision*** will enable Peterborough to transform its growing centre in to a vibrant and attractive space that residents can be proud of whilst providing economic benefit to the city. The vision embraces emerging technologies and a shift in travel behaviour. This includes the delivery of multi-functional transport hubs on the periphery of the city centre to provide car parking, and to serve as transition points for goods and deliveries.

The pace of the city centre development is already rapid, Fletton Quays is near completion, and the Embankment Area (including ARU Peterborough), Northminster and the Station Quarter are all progressing. The ***City Centre Transport Vision*** provides a significant opportunity to plan the city centre of the future and ensure a coherent growth strategy across the city centre rather than planning transport infrastructure on a development-by-development basis.

Changes in the city centre would be closely supported by the City Council's ***Smart Cities Transport Strategy***, and users will be able to access real time data for a range of services, including parking availability, public transport schedules and retail stock availability, helping them to make informed and efficient journeys.

Peterborough's public transport network must offer accessibility for all. Central to this is the plan for the bus network delivered through the Bus Reform work and the ***Bus Service Improvement Plan*** that will provide improvements to levels of service and operating hours. This will help ensure that the bus network provides a seamless, integrated, and high-quality service, allowing people to travel not only across Peterborough quickly and easily without a private car but also providing connections to neighbouring towns and districts.

Bus services will be integrated into new developments at the outset, with the aim of ensuring high- frequency services directly serve new developments as the first new residents move in. We will continue to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station. Opportunities to deliver Park & Ride will be explored as well as using the River Nene as a possible transport to improve connectivity.

The current bus depot utilised by Stagecoach is too small to facilitate electric buses, with no room for expansion. We will continue to work with partners to find a new depot location that can accommodate all the necessary charging infrastructure so that electric buses can be introduced in Peterborough in the future.

Although Peterborough is well- served by the rail network, with frequent, direct services to London, Cambridge, and Norwich, together with the West Midlands and North of England, there are a number of improvement opportunities, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk, and Norfolk.

There remains a need to improve rail and bus links between Peterborough and surrounding areas. The rail services to Birmingham and Cambridge are currently overcrowded especially during peak periods. We will therefore continue to work with partners to examine how to increase service frequency and provide additional capacity. Similarly, on the Peterborough to Ipswich line, frequency improvements are needed as trains currently only run every two hours.

We will continue to work with Invest East Coast Rail to secure investment, improve the passenger experience, improve capacity and reliability, and shorten journey times on the East Coast Main Line. In addition, opportunities to provide additional stations serving Peterborough will be considered at Hampton, Marholm Road, Walton and Werrington.

Complementing this investment is the continued development of Peterborough's walking and cycling network including the Peterborough Green Wheel. Continued improvements to the segregated infrastructure to develop connectivity within, through and around the city; enhanced maintenance; and an upgrading of the cycle network to LTN 1/20 standards, will help to make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.

It is recognised that Peterborough City Council are the Highways Authority for Peterborough and as such, measures documented within the overarching LTCP including schemes such as travel demand management measures, or 20-minute neighbourhoods, can only be implemented by them. It is also recognised that Peterborough City Council have the power of 'veto' on the implementation of any transport related scheme within Peterborough.

STRATEGIC PROJECTS

HIGHWAY IMPROVEMENTS: ACCESSIBILITY AND SAFETY

We will work with National Highways to promote improvements to the A1 at Wittering. The improvements should address the safety concerns within the area and also provide improved access to Wittering from the strategic road network.

RAIL IMPROVEMENTS

We will lobby and liaise with Network Rail and other partners to seek the reinstatement of four tracking from Huntingdon to Peterborough along East Coast Main Line to provide additional capacity for those wishing to access the city and beyond.

LOCAL PROJECTS

CITY CENTRE

We will continue to deliver improvements to the transport network to support the growth planned for the city centre and help to make it an attractive destination for shoppers, businesses, and visitors.

The emerging City Centre Transport Vision is a twenty-year strategy to transform the transport infrastructure within the city centre and support the sustainable growth agenda. The strategy will build upon the vision and identify how this can be delivered. The strategy will incorporate innovative new technologies to ensure that everyone has access to a thriving city centre.

Peterborough railway station is an important rail interchange on the London to Edinburgh East Coast Main line with an annual throughput of five million passengers. The station has been refurbished within the past 10 years, but its facilities are inadequate to cope with current passenger volumes and projected future growth which was forecast at 3% per annum over the next decade. Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. Active travel improvements will be developed as part of these plans, including the option of a segregated cycle lane along Thorpe Road to serve the new western entrance of the rail station. The award of £50m in the Levelling Up 2 fund will kickstart this redevelopment of the Station Quarter with the provision of a new station building and a new western access point.

Another important regeneration area is the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades and will provide additional opportunities for walking, cycling and public transport in this part of the city centre.

Better serving the site of ARU Peterborough, to the south of Bishops' Road, together with the wider Embankment Area is imperative. The University Access Strategic Outline Business Case and further development work provides transport options for enabling and managing the growth in the area and identifies a package of measures to create and enhance walking/cycling links to the University and improve highway access to the Parkway network.

ACTIVE TRAVEL

Peterborough has approximately 450km of both on and off-road cycle routes, including eleven named and numbered routes providing a quick, safe, and easy way to get around. Linking to these routes is the 'Green Wheel' (a 45-mile-long cycle route circling the city and linking to rural fens and countryside villages). We will continue to

work hard to seek improvements to the whole cycle network and to ensure that new developments successfully address the needs of cyclists.

Peterborough's LCWIP will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure. The LCWIP is undergoing development and will continue to be reviewed and updated as the city grows and develops. Peterborough has identified sixteen key corridors that offer the greatest potential to increase numbers of people walking and cycling and offers the opportunity to expand the network to rural areas and connect outlying villages to the urban area.

The Thorpe Wood cycleway will be one of the first fully LTN 1/20 compliant pieces of infrastructure within the city. The scheme will increase the accessibility of the Thorpe Wood Business Park and create a more attractive route into Ferry Meadows Country Park, which is a popular destination in the area. The Council's commitment to install LTN 1/20 infrastructure in line with Gear Change supports plans to improve sustainable travel infrastructure across the city.

The Oundle Road cycleway between The Village and Ham Lane is currently in the design phase and will be brought forward to form part of the wider Oundle Road route improvements identified through the LCWIP.

To further support the redevelopment of Fletton Quays and the Embankment Area (including ARU Peterborough), funding has been secured for the River Nene Pedestrian Bridge. The provision of a new footbridge across the river Nene will provide direct connectivity between Fletton Quays and the Embankment, maximising the full potential of each site, and removing the severance caused by the River Nene. The footbridge will also support existing residential communities by reducing commuting distances and providing new sustainable walking and cycling routes into the city centre.

In addition, we will complete the public realm improvements including new paving, lighting, and street furniture, within the areas of Midgate, Broadway, Northminster and Westgate of Peterborough City Centre.

Case Study: Junction 15 Footbridge

New footbridge delivered across the A1260 Nene Parkway to improve accessibility for pedestrians and cyclists with a wider structure and ramps which are less steep. The structure has helped facilitate a new third northbound lane between Junction 33 (Longthorpe Parkway) and Junction 15 (Thorpe Wood roundabout) of the Nene Parkway.

Case Study: Newark Road Active Travel Improvements

New footpath created alongside Newark Road, a key desire line in Eastern Industries for accessing employment, to encourage travel by active travel modes. Funding provided from CPCA as part of Eastern Industries Major Scheme.

Before

After

PARKWAY NETWORK

Peterborough's Parkway network provides for efficient movement within and around the city and includes two of only three bridges across the river Nene. However, certain sections, including the key junctions, suffer from significant congestion and delay, particularly during the morning and evening peak. There is a need for further investment to support growth and to encourage traffic away from the inner city and urban areas. This will provide a safer environment for walking and cycling for short local journeys in the future.

The A1139 Fletton Parkway runs from the A1 (M) to the west of Peterborough, to the A47 to the east. It is a primary route and provides a link between the A14 (via the A605) and the A1 to the A47 and A16. It also serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route.

Further work is needed to identify and examine a range of options that will ease congestion and improve safety between Junction 3 and Junction 3a, including delivery of the East Coast Main Line bridge, widening J3 to J3a and a package of sustainable transport improvements and smart cities interventions.

Norwood is a large urban extension to the northeast of Peterborough which will be accessed via the A16. The A16 approaching the junction with the A47 currently experiences congestion and delays at peak times. Improving the A16 and the A47/A16 Roundabout, alongside active travel improvements will reduce peak hour delays and support the delivery of housing and job growth.

Junction 21 of the A15 Paston Parkway is currently operating close to capacity. With the anticipated future growth in the area, and the potential increase in traffic if the route is dualled between Glinton roundabout and Junction 22 there is a need to assess what improvements are required. These improvements would allow for the junction to operate efficiently and facilitate the potential increase in traffic, thereby ensuring that journey times are not adversely impacted. These improvements to this corridor will aim to address the concerns for all transport users including the promotion of active travel modes.

A Strategic Outline Business Case has been produced for A605 – Junction 68. Currently this is an at-grade roundabout positioned in the south-east of Peterborough's urban area. The junction serves as a gateway into the city centre and onto the city's Parkway System (via Junction 4) from Stanground and the Market Town of Whittlesey to the east. A preferred scheme has been identified that will add capacity to the highway network, address existing problems of peak hour congestion, and help to facilitate growth aspirations for the city. We will continue to work with partners to progress this scheme in a timely manner.

Peterborough's ***Smart Cities Strategy*** has set out the framework for the use of real time data to maximise the efficiency of the transport network and reduce Peterborough's dependency on conventional highway improvement works. The next phase of the project will finalise the strategy and begin planning and implementing smart cities interventions.

Peterborough is currently developing a new strategic highway model (PTM4) and a new Local Plan. Both could highlight transport schemes that are not listed in this section.

GLOSSARY

A

AQMA: Air Quality Management Area - an area where the local air quality is unlikely to meet government's national air quality objectives.

ASSURANCE FRAMEWORK: A structured means of identifying and mapping the main sources of assurance in an organisation and coordinating them to best effect.

B

BUS BACK BETTER: Set government's national strategy on the vision and opportunity to deliver better bus services for passengers across England.

BUS SERVICE IMPROVEMENT PLAN (BSIP): Outlines how the Combined Authority, working closely with their local bus operators and local communities, can achieve a vision for delivering the step-change in bus service provision.

C

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY (CPCA): On 3 March 2017, Cambridgeshire & Peterborough Combined Authority was established as a Mayoral Combined Authority for the Cambridgeshire and Peterborough area.

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY ASSURANCE FRAMEWORK[1]: Framework to cover the workings/operations of the CPCA.

CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT ECONOMIC REVIEW (CPIER)[2]: Economic Review document is the product of the Cambridgeshire and Peterborough Independent Economic Commission.

CAMBRIDGE CITY COUNCIL (CAMBRIDGE CC): A district council in Cambridgeshire, which governs the City of Cambridge.

CAMBRIDGESHIRE COUNTY COUNCIL (CCC): County Council for Cambridgeshire and is the Local Highways Authority for Cambridgeshire.

CITY ACCESS PROGRAMME: The City Access package is central to the Greater Cambridge Partnership's integrated transport network – providing the thread that links together the GCP's busways, active travel schemes and plans to provide 10,000 additional Park & Ride spaces around the city region.

CLIMATE CHANGE COMMITTEE: An independent, statutory body established under the Climate Change Act 2008. Their purpose is to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.

COMMON ANALYTICAL SCENARIOS (CAS): A selection of data tables, published alongside the Transport Analysis Guidance uncertainty toolkit, to help consider and model the common analytical scenarios.

COMMUNITY SAFETY ASSESSMENT (CSA): Assess the potential impact of schemes on community safety.

CONNECTED AND AUTONOMOUS VEHICLE (CAV): Vehicles equipped to exchange information with surrounding environment and can operate in a mode which is not being controlled by an individual.

COVID-19: An infectious disease caused by a newly discovered coronavirus. Responsible for a global pandemic in 2020-21.

[1] Local-Assurance-Framework (cambridgeshirepeterborough-ca.gov.uk)

[2] CPIER-Report (cambridgeshirepeterborough-ca.gov.uk)

D

DELIVERY PLANNING: The practice of planning out routes and logistics to deliver products.

DEMAND RESPONSIVE TRANSPORT (DRT): A flexible mode of transportation that adapts to the demands of its user groups.

DEPARTMENT FOR TRANSPORT (DFT): The government department responsible for the English transport network.

DEVOLUTION DEAL: Transfer of powers and funding from national to local government. Deal includes the powers to be devolved, the procedures required for devolution to take place, and reactions to the policy from the local government and policy-making worlds.

E

EAST CAMBRIDGESHIRE DISTRICT COUNCIL (ECDC): A district council in Cambridgeshire, which governs East Cambridgeshire.

ELECTRIC BIKE (E-BIKE): Bicycles with a battery-powered assist.

ELECTRIC SCOOTER (E-SCOOTERS): Motorised stand-up scooter with an electric motor.

ELECTRIC VEHICLE (EV): A vehicle that uses an electric motor for propulsion, comprising BEV's, as well as plug- in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.

ENGLAND'S ECONOMIC HEARTLAND (EEH): Sub-national transport body for the region stretching from Swindon across to Cambridgeshire and from Northamptonshire down to Hertfordshire.

EQUALITIES ACT (2010): A law which protects against discrimination. It means that discrimination or unfair treatment on the basis of certain personal characteristics, such as age, is now against the law in almost all cases.

EQUALITIES IMPACT ASSESSMENT (EQIA): Process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic.

F

FENLAND DISTRICT COUNCIL (FDC): A district council in Cambridgeshire, which governs Fenland.

FUTURE FOR FREIGHT STRATEGY: Sets out government's long-term vision for the UK freight sector.

G

GEAR CHANGE: Sets out government's vision for an active travel in England's streets, towns, and communities.

GREATER CAMBRIDGE PARTNERSHIP (GCP): The Greater Cambridge Partnership is the local delivery body for a City Deal with central government, bringing powers and investment.

GREATER CAMBRIDGE SHARED PLANNING (GCSP): The planning service in Greater Cambridge sub-region is managed by the Greater Cambridge Shared Planning team. This is a shared service for South Cambridgeshire District Council and Cambridge City Council.

GROSS DOMESTIC PRODUCT (GDP): Monetary measure of the market value of all the final goods and services produced in a specific time period.

H

HABITATS REGULATION ASSESSMENT (HRA): Refers to the several distinct stages of Assessment which must be undertaken to determine if a plan or project may affect the protected features of a habitats site.

HEALTH IMPACT ASSESSMENT (HIA): Practical approach used to judge the potential health effects of a policy, programme, or project on a population.

HEALTHY STREETS: A human-centred framework for embedding public health in transport, public realm, and planning.

HEAVY GOODS VEHICLES (HGVS): Commercial trucks that feature a gross combination mass of over 3500kg.

HUNTINGDONSHIRE DISTRICT COUNCIL (HDC): A district council in Cambridgeshire, which governs Huntingdonshire.

I

INCLUSIVE TRANSPORT STRATEGY: Sets out government's plans to make our transport system more inclusive and better for disabled people.

INDEPENDENT COMMISSION ON CLIMATE (ICC): Commission to provide authoritative recommendations on the options available to Cambridgeshire and Peterborough to decarbonise the economy, mitigate and adapt to the impacts of climate change.

INTEGRATED SUSTAINABILITY APPRAISAL (ISA): Assessment that combines the SEA, HIA, EqIA, CSA and HRA processes.

INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE (IPCC): Created to provide policymakers with regular scientific assessments on climate change, its implications and potential future risks.

K

KEY PERFORMANCE INDICATORS (KPIS): A quantifiable measure of performance over time for a specific objective.

KILLED OR SERIOUSLY INJURED (KSI): Standard metric used to measure road safety.

L

LIGHT GOODS VEHICLES (LGV): Commercial trucks that feature a gross combination mass of under 3500kg.

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS (LCWIPS): Strategic policy documents that identify improvements to active travel infrastructure at the local level.

LOCAL HIGHWAYS & STREETWORKS AUTHORITY: In charge of maintaining all roads in the region, excluding motorways. Peterborough City Council is the Highways Authority in Peterborough, and Cambridgeshire County Council is the Highways Authority for the remainder of the region.

LOCAL PLAN: A document which sets out planning policies and proposals for new development within a Local Planning Authority's jurisdiction.

LOCAL PLANNING AUTHORITY: Authorities responsible for deciding whether a development should go ahead.

LOCAL TRANSPORT AND CONNECTIVITY PLAN (LTCP): Cambridgeshire and Peterborough Combined Authority's new Local Transport Plan.

LOCAL TRANSPORT PLAN (LTP) (2020): Cambridgeshire and Peterborough Combined Authority's previous Local Transport Plan.

LZEV: Low-speed, zero-emission vehicles.

M

MOBILITY AS A SERVICE (MAAS): The integration of various forms of transport services into a single mobility service accessible on demand.

MEDIUM TERM FINANCIAL PLAN (MTFP): Provides a focus on both revenue expenditure and capital expenditure (long-term investment in infrastructure), as well as setting out the Combined Authority's overall financial strategy.

MIDLANDS CONNECT: Researches, develops, and progresses transport projects which will provide the biggest possible environmental, economic, and social benefits for the Midlands and the rest of the UK.

MOBILITY (TRAVEL) HUB: Brings together shared transport with public transport and active travel in spaces designed to improve the public realm for all.

N

NATIONAL PLANNING POLICY FRAMEWORK: Sets out government's planning policies for England and how these are expected to be applied.

NOX: Shorthand for nitric oxide, usually produced from the reaction between nitrogen and oxygen during combustion of fuels, such as hydrocarbons, in air; especially at high temperatures, such as in car engines.

O

OUTLINE BUSINESS CASE (OBC): Part of government's Green Book approach to project delivery, sets out the preliminary thoughts regarding a proposed project.

OXFORD TO CAMBRIDGE CORRIDOR: This corridor has been identified by government as a national economic priority. The Arc is formed of five ceremonial counties: Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire, and Cambridgeshire.

P

PARK AND RIDE (P&R): Parking facilities with public transport connections that are located outside of city/ town centres.

PETERBOROUGH CITY COUNCIL (PCC): Local Authority for Peterborough and is the Local Highways Authority for Peterborough.

PLAN FOR RAIL: Sets out government's plan to transform the railways in Great Britain.

PUBLIC RIGHTS OF WAY (PROW): Network of routes where public use is legally protected.

Q

QUANTIFIABLE CARBON REDUCTION (QCR) - LTPs need to set out how local areas will deliver quantifiable carbon reductions in transport, considering the different requirements of different areas. DfT will publish additional standalone quantifiable carbon reductions (QCR) guidance.

R

RETAIL PRICE INDEX (RPI): An index of the variation in the prices of retail goods and other items.

RIGHTS OF WAY IMPROVEMENT PLAN (ROWIP): This plan explains how improvements made by the Local Authority to the public rights of way network in your area will provide a better experience for these users: walkers, cyclists, and horse riders.

S

SITES OF SPECIAL SCIENTIFIC INTERESTS (SSSIS): Those areas of land and water that we consider best represent our natural heritage in terms of their flora, fauna, and geology.

STOCKHOLM DECLARATION: Placed environmental issues at the forefront of international concerns. Marked the start of a dialogue between industrialised and developing countries on the link between economic growth, the pollution of the air, water, and oceans and the well-being of people around the world.

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA): Assessment that aims to ensure environmental and other sustainability aspects are considered effectively in policy making.

STRATEGIC OUTLINE BUSINESS CASE (SOBC): Part of government's Green Book approach to project delivery. The first gateway approval for any central government intervention in a particular project. It is an initial scoping stage to confirm the strategic context of the proposal and make the case for change.

STRATEGIC ROAD NETWORK: The strategic road network comprises the trunk motorways and all-purpose trunk roads in England

SUSTAINABLE GROWTH AMBITION STATEMENT[3]: We want to unlock the future of our area by driving good growth, protecting our environment, and creating opportunities for all. We want to close the gap in healthy life expectancy and salaries, increase access to employment and education, and boost innovation. Only by doing this can we ensure a strong and sustainable future.

T

TRANSPORT ANALYSIS GUIDANCE (TAG): Provides information on the role of transport modelling and appraisal.

TRANSPORT DECARBONISATION PLAN: Sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.

TRANSPORT EAST: Sub-National Transport Body to deliver a collective vision for the future of transport in Essex, Norfolk, Suffolk, Southend-On-Sea, and Thurrock.

U

ULEV: Ultra Low Emission Vehicles.

W

WSP: Independent consultants who undertook the Quantified Carbon Assessment work on behalf of the Combined Authority.

Z

ZERO EMISSION VEHICLES (ZEV): A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

[3] Growth Ambition Statement (cambridgeshirepeterborough-ca.gov.uk)

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

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Introduction

The LTCP is based on a thorough analysis of a range of supporting evidence. This document examines the current transport conditions and socio-economic characteristics of the area, and an assessment of the likely future opportunities and constraints that we will need to plan for.

The previous iteration of the LTP and its precursors developed by Cambridgeshire County Council and Peterborough City Council (and integrated into the CPCAs Interim LTP, 2017) were built off the back of the following data picture:

- Strong economic growth in the Cambridge sub-region, driven by agglomeration in the knowledge-based sectors meant strong job growth. Subsequently, the population was increasing with significant new housing planned, which increased demand for travel. Employment and population growth were also strong for the Peterborough sub-region.
- Subsequently, there was a forecast of significant increases in congestion across significant parts of the road network up to 2041 with a worsening of peak travel journey times. Contemporary poor performance of several routes was noted together with parallel poor performance (in terms of travel times) in the bus network. Areas of concern included the Cambridge radial routes, the A47 into Peterborough, the Peterborough Parkway system as well as localised congestion in the larger towns.
- An inherent weakness in transport connectivity was identified with the links being between the rural fens (covering Fenland as well as parts of East Cambridgeshire and Huntingdonshire) and areas of strong employment growth particularly limited thereby reducing the opportunities for people living in areas of relative deprivation such as north Wisbech.
- The need to move towards decarbonisation was noted alongside the impact of transport on air quality and public health outcomes. There was also an emphasis on improving local connectivity to encourage an increase in active travel and alternatives to the car for short journeys.

This LTCP has been focused around challenging the previous picture, looking at what has happened since the previous LTP was written to change the policy outlook.

Summary of Evidence

The transport network sits on top of a diverse socio-economic geography and the evidence review needed to focus on the main drivers of travel, the location of housing, jobs, and services. Previously high, economic growth was slowing pre-pandemic. This slowdown was particularly noticeable for Peterborough with a decline in figures for GVA, jobs and the number of small and medium sized businesses. During the pandemic, the Cambridgeshire and Peterborough economy saw a reduction in economic activity (a 1.4%% reduction in GVA between 2019 and 2020), however this was considerably less than the 10.6% reduction across the rest of the UK. In 2021 the UK saw an improvement, now above 2019 GVA levels by 2%, the Cambridgeshire and Peterborough economy similarly increased GVA on 2019 levels by 5.7%.

Our economic activity is concentrated in key ‘clusters’ of ‘Knowledge- Intensive’ businesses, particularly around Cambridge and Peterborough. The dense concentration of these businesses allows them to take advantage of ‘agglomeration benefits’ but means that the prosperity they generate is, in turn, concentrated into small geographical areas, this includes campuses dedicated to a certain specialism, for example the Cambridge Bio-Medical Peterborough has an exciting emerging advanced manufacturing cluster with 1,525

manufacturing businesses and 37,500 employees (9% of workforce) based within Greater Peterborough.

There is a significant risk that without careful integrated planning and appropriate development, future economic growth might 'overheat' the economy causing it to 'burn-out' – a scenario widely discussed in CPIER. The most obvious manifestation of this for the Cambridge sub-region is the increase in house prices over the past two decades, driven by population growth, high wages, and the build rate of new homes. This then impacts the transport system as commuting distances lengthen and congestion occurs as pinch-points in the network.

Transport connectivity has a role to play in both enabling and effectively connecting new development, as well as connecting more affordable areas to live with centres of employment and locations for key services and amenities.

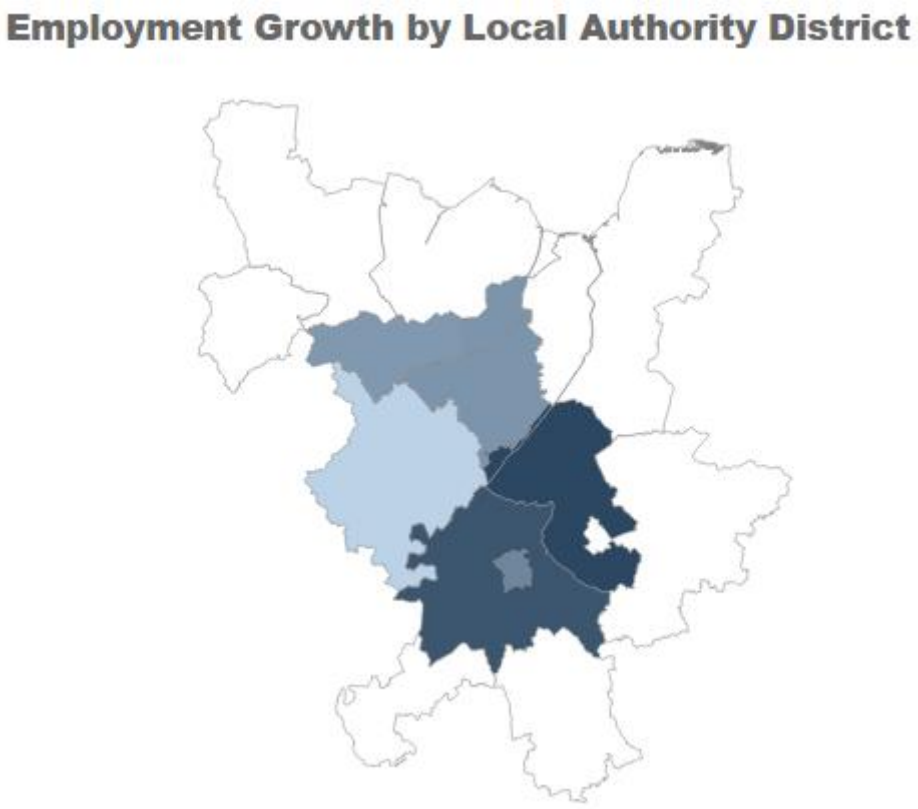


Figure 1 - Employment Growth 2015-2022, CPCA Constituent Authorities

We sponsor the monitoring of employment growth by the Centre for Business Research (University of Cambridge). The latest (2022 data), shows accelerated (5.7%) job growth for East Cambridgeshire as well as South Cambridgeshire (5.3%) and Cambridge (4.1%). Whilst other areas such as Fenland (3.7%), Peterborough ((3.6%), and Huntingdonshire (2.2%) are growing at rates just over 3%, closer to the national average.

Our region has adopted what the CPIER described as a 'blended spatial strategy' where housing development is taking place in different types of location. Looking at current adopted local plans, 26% of growth is expected on the edge of city locations (either Cambridge or

Peterborough), 27% in market towns, and 22% in new settlements. Based on current travel patterns these will have differing outcomes. City fringe growth in Cambridge has been shown to yield at least 41% active travel mode share and only 33% travel by car (active travel for edge of Peterborough new developments is less). New settlements without a dedicated public transport route (rail or busway) have over 70% of people travelling by car to get to work and access other services.

Traffic, Congestion, and Delay

Congestion and delay act to limit the effectiveness of the transport network. The average delay on local 'A' roads compared to free flow in 2022 for the Cambridgeshire and Peterborough area in seconds per vehicle per mile was 25.1 seconds. The pandemic saw a drop of 17.6% in 2020 from 2019, the 2022 figure is 7.7% below 2019 representing a recovery in congestion, this trend is reflected across the UK. Individually, in 2022Cambridgeshire recorded 25.6 seconds and Peterborough at 23.8 seconds per vehicle per mile. In addition, the road network often lacks resilience, where alternative routes do not exist (e.g., main inter-urban links across The Fens) or where opportunities for increasing highway capacity do not exist (e.g., in Cambridge and historic towns and cities where the network is constrained by listed buildings and historic streetscape).

The annual road traffic for all motor vehicles in Peterborough peaked in 2019 at 1.23 billion. During the pandemic road traffic declined by 21.6% in 2020 to 970 million before rising to 1.08 billion in 2021, 12.5% below 2019 volumes. Cambridgeshire peaked in 2017 at 5.02 billion, declining by 0.9% over the following two years to 4.97 billion. During the pandemic road traffic declined by 19.8% to 3.99 billion before showing a move towards recovery increasing to 4.46 billion in 2021, 10.4% below 2019 volumes.

Congestion levels show ongoing problems within Cambridgeshire, particularly along the A1309, and A1134 which have highest average vehicle delay (flow weighted) of 81.1 and 71.3 second delays, respectively. In 2021 4.46 billion vehicle miles were travelled on roads in Cambridgeshire.

The focus in Peterborough continues to be around selected junctions of the Parkway network and areas of new housing development. On a smaller scale, there are also significant congestion points for some Peterborough roads. The A1129 has the highest average vehicle delay (flow weighted) of 73.9 seconds, with A1179 (39.5), A605 (35.6) and A15 (29.9) all having delays over Peterborough's average 23.8 seconds. In 2021 1.08 billion vehicle miles were travelled on roads in Peterborough.

Congestion is not only detrimental for drivers of cars, lorries, and other vehicles, but also for people taking buses, cyclists, pedestrians, and other non-motorised users. On average, more than 20% of bus services within the Combined Authority region run late, in large part due to congestion. Average excess waiting time for frequent services in Cambridgeshire in 2020/21 is 1.2 minutes, a reduction from last recorded 2.1 minutes in 2018/19. Peterborough's last recorded average excess waiting time was in 2018/19 at 3.8 minutes, up from 2.5 minutes in 2016/17, however without more recent published data we cannot report on the current trajectory. Future growth in housing and employment, and associated travel, is expected to result in worsening traffic congestion as capacity on the network becomes increasingly constrained, and act as a brake on the economy.

There will be significant growth in the number of commuting trips originating in the areas around the City of Cambridge and to the west of Peterborough. Consequently, the A47

between Peterborough and Wisbech, together with radial routes serving Cambridge, will all see significant rises in congestion by 2041.

Transport Connectivity

Overall, the region has relatively good transport connectivity, with strong links to major cities, ports and airports outside the region, and good connections between major urban areas within it. From Peterborough and Cambridge urban areas, London can be reached by rail in under an hour, London Stansted Airport can be accessed on direct Cross-Country rail services, and the A14, A1(M) and M11 provide good strategic connectivity, including for freight travelling to the ports of Harwich, Ipswich, and Felixstowe on the East Coast.

The strategic freight that travels through Cambridgeshire rather than has a destination in Cambridgeshire can have significant, negative impacts on our communities, especially if the strategic networks experience disruption. This high-level connectivity is critical for ensuring that the region's businesses have easy access to the staff, suppliers, and markets they need, and that tourist attractions can flourish. For example, VisitBritain's latest three-year averaged published data (2017-19) shows that domestic tourism alone brought an estimated 1.385 million visitor trips and £210 million annually into the area's economy.

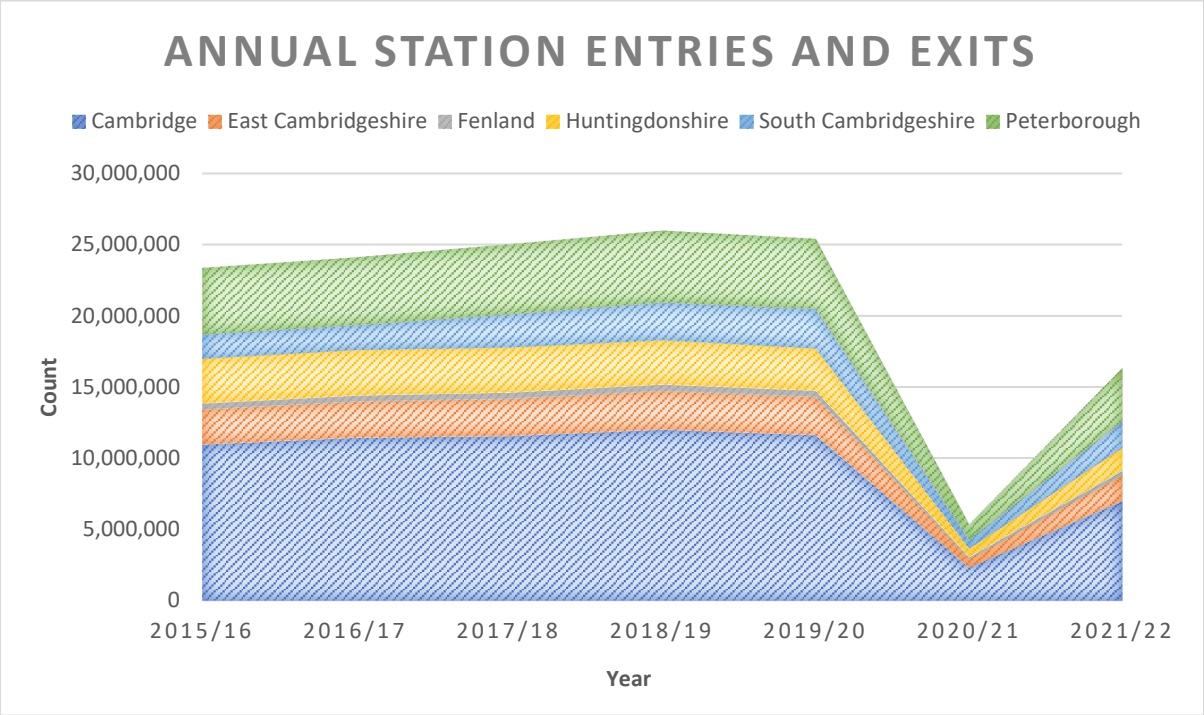
Connectivity within our region is variable, with larger urban areas benefiting from significantly better transport network coverage than their small town and rural counterparts. This translates into poorer access to jobs and opportunities for rural residents. From 2019, in Cambridge 94%, and in Peterborough, 97% of residents are within 15 minutes by walking or public transport of a local primary school. By contrast, in South Cambridgeshire and East Cambridgeshire this figure falls to 81% and 78% respectively.

Although 95% of the population of Cambridgeshire and Peterborough are within 30 minutes of employment centres (and a further 99% are within 60 minutes), many rural areas either lack direct public transport accessibility or suffer from lengthy journey times that make it difficult to those without a car to access jobs and services elsewhere.

Before the pandemic bus passenger numbers were in decline. Cambridgeshire saw a reduction of 11.9% between 2014/15 and 2018/19 (2.6 million fewer passenger journeys) whilst Peterborough saw a reduction of 19.3% (2.1 million fewer). In 2020 during the pandemic bus ridership fell by 69.6% in Cambridgeshire (13.5 million fewer) and fell by 70.8% in Peterborough (6.3 million fewer). Bus ridership remains significantly below pre-pandemic levels, with passenger journeys on local bus services in 2021 for Cambridgeshire 35.7% lower and Peterborough 37.1% lower than 2019 volumes.

Overall levels of travel into the cites of Peterborough and Cambridge by other modes of transport were also knocked by the pandemic but likewise are showing signs of recovery. In Peterborough rail passenger annual movements peaked in 2018/2019 at 5.1m, before falling to lows of 1.1m in 2020/2021, before showing signs of recovery with 3.7m passengers in 2021/2022. This trend can also be seen in Cambridge with rail passenger annual movements in and out peaking in 2019/2020 for both Cambridge North (950,000) and Cambridge Central (11.6m), with this making Cambridge Central the busiest station in the East of England. This dropped to 220,000 (Cambridge North) and 2.3m (Cambridge Central) in 2020/2021 before showing signs of recovery with 730,000 (Cambridge North) and 7m (Cambridge Central) in 2021/2022. While rail travel in Cambridgeshire and Peterborough is showing signs of recovery these figures are still significantly below pre-pandemic levels, particularly for commuting trips.

Intercity rail movement has been reduced considerably (commuting previously made up over 50% of heavy rail use).



For those without access to a car, rising fares and general cost of living are reducing the affordability of the public transport network. Fares have risen across the region, broadly in line with the national average, and significantly faster than Retail Price Index (RPI) (for example, bus fares have increased nationally by an average of 66% since 2005; whilst the cost of motoring has increased by 27% in the last 10 years). This threatens to increase 'car-dependency' – the position whereby an individual has no viable option available other than to use a car when making a journey.

As well as significantly improving bus services and affordability, one potential solution is to further promote the use of active travel modes wherever appropriate. The efficient use of road space makes them an effective way of tackling congestion in key locations, and the range of other benefits they bring, such as improvements to air quality, reductions in greenhouse gases, and improvements to public realm, are closely aligned to several of the LTCP's key objectives.

The use of active travel modes is already broadly popular within Cambridgeshire and Peterborough, and sees high levels of investment, particularly in Greater Cambridge where £16 per head is spent on cycling per annum, a higher figure than in any other area of the UK. Cambridge enjoys the highest proportion of adults who cycle at least once a week within the United Kingdom at 42.6% in 2021, the closest comparator being Oxford at 33.5%. However, in other areas of Cambridgeshire and Peterborough, levels of cycling are lower, South Cambridgeshire (22.3%), Huntingdonshire (12.4%), Peterborough (9.5%), Fenland (9.4%), and East Cambridgeshire (8.5%). Only East Cambridgeshire in below the English national average of 9.1%. New technology, such as the advent of affordable electric bikes, is already

allowing new groups of people to cycle and lengthening the distance many are willing to travel by bike.

Similarly for proportion of adults who do any walking or cycling once a week, in 2021 Cambridge leads (85.8%), followed by South Cambridgeshire (78.7%), Huntingdonshire (78.3%), East Cambridgeshire (71.5%), Fenland (67.4%), and Peterborough (62.5%). The English national average is 71.2%, in the Cambridgeshire and Peterborough area only Fenland and Peterborough are under this national average. Between 2016-2021 the cities of Peterborough and Cambridge have seen a decline in active travel at -6.8% and -1% respectively. Moderate increases have been seen for Fenland (0.6%) and East Cambridgeshire (2%). Large increases have been seen for South Cambridgeshire (5%) and Huntingdonshire (7.5%). The English national average has increased by 0.7% between 2016 and 2021.

Decarbonising Transport

Promoting the uptake of public transport and active travel modes will have a significant, positive environmental and societal impact. The proportion of carbon dioxide (CO_2) emissions produced by transport has seen a marked increase in all Local Authorities in Cambridgeshire and Peterborough over recent years.

In 2020, total CO_2 emissions in Cambridgeshire and Peterborough were 6,572 kilo-tonnes. In the same year per capita emissions in Cambridgeshire (8.5 tonnes) were higher than in Peterborough (5.0 tonnes) and the East of England average (4.9 tonnes).

The highest proportion of CO2 emission in Cambridge derived from Domestic emissions (34.93%) followed by Public Sector emissions (21.75%) and transport emissions (20.41%). In Peterborough, the sectors of equivalent significance were road transport emissions (37.46%), Domestic Emissions (24.96%) and Land Use, Land-Use Change and Forestry (LULUCF) Emissions (15.47%).

There remains a considerable disparity between the cities and more rural districts, where car ownership and usage are higher. This is represented in the data showing that Fenland has a comparable per capita emission (13.4 tonnes) to East Cambridgeshire (13.9 tonnes). Both being by far the highest in the CPCA area. Forecasted traffic growth will subsequently result in an overall increase in CO_2 emissions, without a move to improved public transport provision in rural areas this trend will become inevitable.

The UK wide contribution of transport emissions to total CO2 emissions is 34.31%. Overall, transport emissions across our region have reduced by 13.95% between 2015 and 2020. Whilst for the UK in the same period there was significantly more progress with reducing transport emission with a reduction of 22.87%.

The Climate Change Commission for the CPCA area has produced its final report. This Plan aims to ensure that the recommendations made to reduce carbon emissions from transport are progressed, developed, and implemented wherever possible, including:

- A 15% reduction in driven car miles by 2030;
- The rollout of electric vehicle charging infrastructure, bringing those districts with low provision up towards the levels of the best;
- A transition towards zero emission bus and taxi fleets by 2030 – including improvements to public transport, trials of on-demand electric buses, and infrastructure for walking and cycling; and

- Exclusion of diesel van and trucks from urban centres by 2030.

With transport being the main cause of greenhouse gases in Cambridgeshire and Peterborough, the LTCP becomes central to reducing emissions successfully and fairly.

Equity, Equality, and Safety

There continues to be a disparity in the type of economic growth across the CPCA region. This is particularly evident when comparing the growth of micro (0-9 employees) and small (10-49) businesses. Between 2015-2022 the number micro businesses increased across all the Cambridgeshire and Peterborough area districts with highest increase being recorded in Peterborough (32%) with other districts following at Fenland (27%), South Cambridgeshire (10%), Cambridge (9%), East Cambridgeshire (9%), and Huntingdonshire (6%).

Across the UK the count of micro businesses increased by 13.9%. In the same period, small businesses at the highest rate in Huntingdonshire (27%) with other districts following at Peterborough (26%), Fenland (21%), South Cambridgeshire (18%), Cambridge (14%) and East Cambridgeshire (5%). Across the UK the count of small businesses increased by 5%. A recent report by OSCI into 'left behind' neighbourhoods (areas with high deprivation and relatively poor infrastructure) in England identified Wisbech in Fenland. One Wisbech ward scoring in the top one hundred for places with such characteristics out of over 8,000.

Looking at the Index of Multiple Deprivation, Peterborough ranks as the 51st most deprived out of 317 district and unitary councils nationally. Peterborough is therefore in the most deprived 20% (quintile) of local authorities in England. This is reflected in lower-than-average health and educational outcomes for the city.

The trend in those Killed or Seriously Injured (KSI) on the areas roads is relatively flat, increasing between 2015-2017 then falling between 2017-2020, comparing 2015 and 2021 figures there has been an increase of 83. Given the increases in road traffic this should be viewed relatively positively. Each area continues to have different high-risk groups; for Peterborough, pedestrians & motorists; Cambridge, cyclists & pedestrians; elsewhere in Cambridgeshire, motorists, and motorcyclists.

Public Health and Air Quality

Across Cambridgeshire & Peterborough, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are five Air Quality Management Areas (AQMAs) in the region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this LTCP.

The transportation of goods by freight plays a key role in servicing Cambridgeshire and Peterborough's industry, communities and supporting our growth and economic development. Freight offers our residents choice as consumers and businesses, keeping the county thriving and attractive. As we continue to grow, so does the volume of goods traffic and the potentially adverse impact on our local communities' public health, safety, and air quality.

Future of Mobility – Electric and Digital Connectivity

Reducing greenhouse gas emissions and removing air quality management areas requires a multifaceted approach, including encouraging better use of active travel modes such as walking and cycling, improving public transport, and increasing the number of electric vehicles

in use. Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option.

The more urban areas of South Cambridgeshire, Cambridge, and Peterborough all have charging point numbers broadly in line with the national average, while the more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. If widespread roll-out of electric vehicles is to become a reality across Cambridgeshire and Peterborough, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

There are several barriers to uptake of EVs and hydrogen vehicles in Cambridgeshire and Peterborough and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network. Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points;
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles;
- Battery technology – Battery technology is constantly improving, but current batteries have limited energy density and take a long time to charge, making it difficult to compete with gasoline;
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc;
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points; and
- Varied business models – different payment methods prohibit the uptake of Electric Vehicles.

The *East Anglian Alternative Fuel Strategy* and *Electric Vehicle Implementation Strategy* will ensure our continued focus on the development of the appropriate infrastructure across the region.

In the same way that electric vehicles require charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. It is expected that for autonomous vehicles to be effective 5G coverage will be required. 5G is currently unavailable in some areas of the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

Potential Future Trends: Post Covid-19

The Covid-19 pandemic has had a very specific impact on trends in transport and travel. It has depressed travel across all modes of transport and accelerated the propensity for people to work at home; referencing 'Working from Home Propensity and Capacity Release' "Our model predicts that if people who used to commute by car and who are now working from home were to continue to do so for two days per week, between 10% to 12% of peak hour traffic would be removed".

Whilst the actual long-term changes are yet to be established, the National Infrastructure Commission study 'Behaviour Change and Infrastructure Beyond Covid-19' provides a firm understanding of the possible scale and scope of the changes. Noting that it is not just the Covid-19 pandemic that will be driving the increase in home working. Research for British Telecom, Open Reach estimates that the impact of the roll out of full fibre broad band will see

one million more people working from home, saving an estimated 300m commuter trips by 2025.

Focusing on four specific trends, working from home, social wariness, dispersal from cities and the use of virtual tools the author's scenarios show a possible future reduction in public transport use for travel to work in the range of 10%-20%. Within all scenarios there is an increase in demand for digital connectivity and digital services and modest (10%) reduction in private car travel. However, these figures need to be seen in the context of predicted population growth, which is very high in some parts of the region.

Previous forecasts on the potential of an economic recovery predicted a point by which the economic value lost during the pandemic would be restored (excluding any resurgence of the virus). However, the likelihood of this materialising soon has been tempered down with slowing economic growth amid persisting supply shortages and rising inflation. This means that the point from which a proper view of the pandemic's longer-term impacts on travel will be delayed. We have commissioned a renewal of the Regional Transport Model and a significant data collection exercise for this will be carried out in spring 2023. This is the point at which the extent to which changes will revert or endure across our area will be known. Until that point it would be premature to assume that long-term behaviour change will be significant enough to change transport policy.

campus which has a full-time equivalent employment of 16,000. Clusters are not limited to development within self-contained campuses, but rather can be city wide. For example

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Monitoring and Evaluation Report

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Introduction

A set of focused, clear, and measurable indicators provides accountability and incentives for improved performance and can help deliver better value for money as interventions are sought to maximise performance.

We will always aim investment in the transport network that offers the best value for money for Cambridgeshire and Peterborough. The performance indicators will be essential for us as part of its decision making about future priorities for funding in pursuit of the aims and objectives of this LTCP.

This LTCP has a total of twenty-two indicators and sixteen targets, these cover those areas considered most critical to local success. These are central to and most closely aligned to this Plan.

These locally relevant performance indicators have been grouped into three categories, designed to provide a clear measure of performance and delivery:

- Targets – where it is considered that an outcome is clearly attributable to our actions. As a result of this more direct influence, numerical targets have been set which act as a driver of performance;
- 'Traffic lights' – where measuring progress is also useful, but where many actions have contributed to an outcome, a 'traffic light' system is used to identify overall trends; and
- Monitoring only – indicators that lie outside of the partners' direct influence and are therefore not considered to be a fair measure of performance, or where data quality is not sufficiently accurate to measure performance.

Further indicators may be developed as a result of new and emerging trends, especially in light of the continued emergence from the Covid-19 pandemic.

In addition, Public Health outcomes and indicators, developed by the NHS, may be useful in performance monitoring of this LTCP and we will explore these issues with partners as the Plan continues to be rolled out.

It is our intention to continue to monitor progress on implementing LTCP on an annual basis. It will therefore form an essential element of the process of review and decisions on future spending. The metrics will be reported by the Combined Authority's Programme Management Office to the Transport and Infrastructure Committee on a regular basis. The metrics reported will have regular milestones and appropriate programme review dates to track progress and make the necessary amendments.

Due to the Covid-19 pandemic it is essential to have an appropriate baseline against which progress can be monitored. Therefore, the indicators and targets outlined in the Plan will be baselined and assessed against 2019 to ensure they reflect the current demands and position. Following this, targets and trajectories will be established, agreed, and monitored by the Transport and Infrastructure Committee.

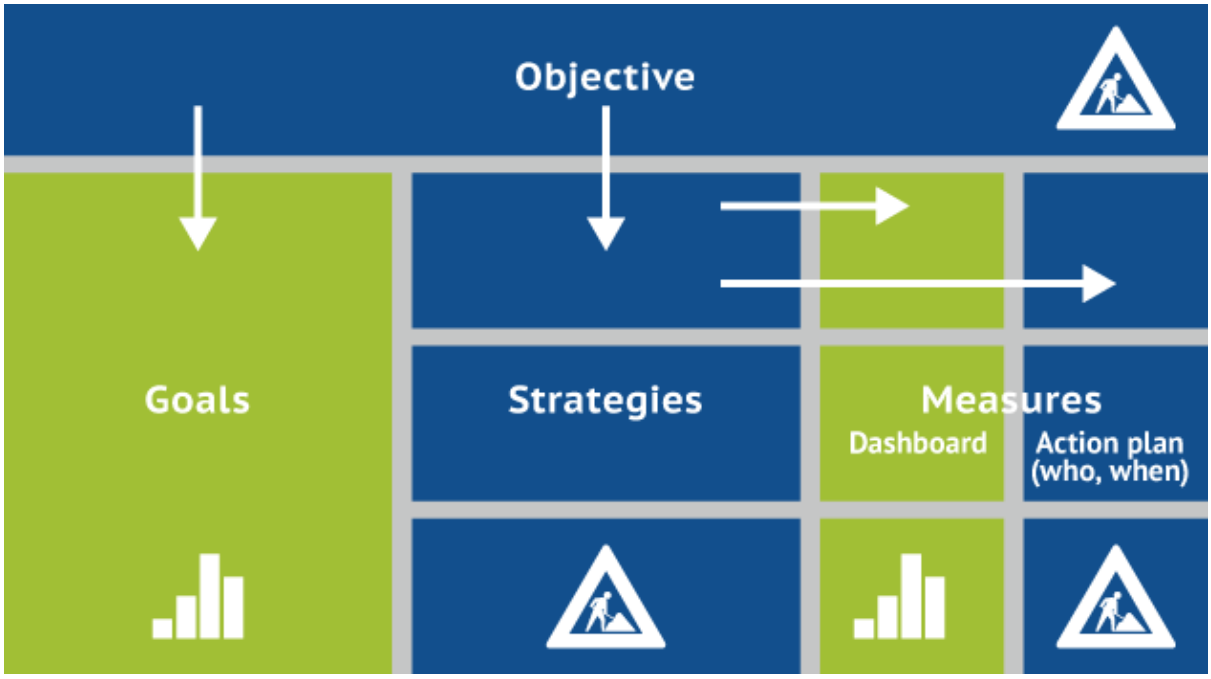

Figure 1 - Link between goals, objectives, strategies and measures

Metrics

Connectivity

Indicators
C1 - Mode share (cordons)
C2 - Proportion of households with access to cars by district
C3 - Proportion of households with access to cars by income
C4 - Public transport trips per person per year by household income
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C6 - Car ownership by deprivation decile
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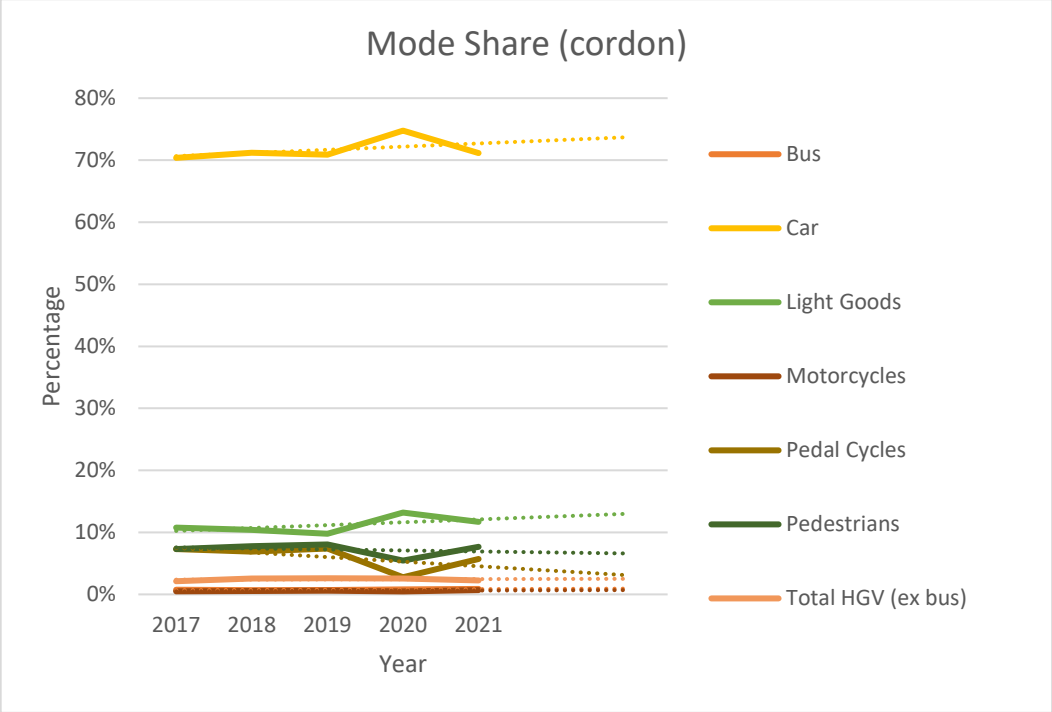
C1 - Mode share (cordons)

What will this indicator show and assess?

The current data on this indicator can be seen below from 2017 to 2021. However, only four local authorities from the CPCA region (Cambridge, East Cambridgeshire, Fenland, Huntingdonshire) have available mode share data.



Source: Road traffic data - Cambridgeshire County Council

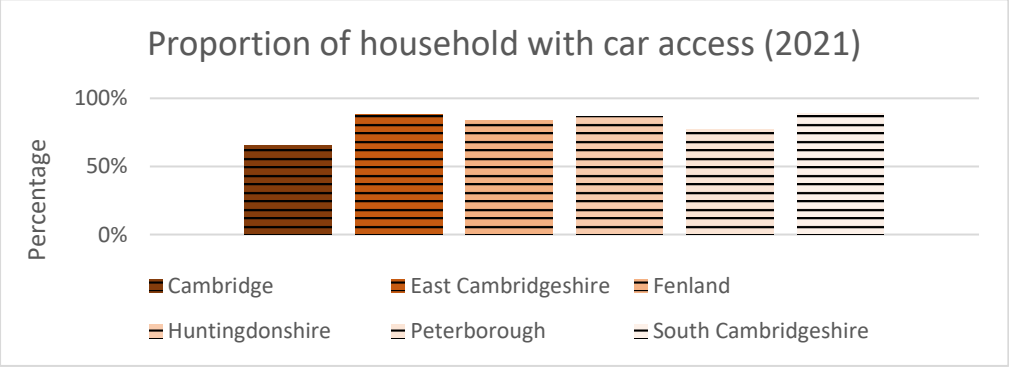
Methodology for collecting the data.

The traffic counts data required to measure this indicator are collected by Cambridgeshire County Council (CCC) on single-day, twelve-hour manual counts yearly in the selected routes and corridors in the Cambridgeshire area. Traffic flows entering and traveling within Cambridge are monitored by using the River Cam screen line and Cambridge Radial Cordon. For the other LAs included in the dataset, the market town monitoring programme is conducted to record transport movements that enter and exit market towns. These observations are then used to assist and justify transport schemes to monitor targets. Data is collected on annual basis.

C2 - Proportion of households with access to cars by district

What will this indicator show and assess?

This indicator shows the proportion of households with access to a car or van. Current data from 2021 shows the CPCA region percentages on household with at least one car access.



Source: Car or van availability - Office for National Statistics (ons.gov.uk)

Methodology for collecting the data

The dataset is collected from the Census 2021 estimates the number of cars or vans available to members of households in England and Wales. Motorcycles, mobility scooters, visitor used vehicles and vehicles that have a Statutory Off-Road Notification (SORN) are not counted in the dataset. Data for this indicator is collected each Census period.

C3 - Proportion of households with access to cars by income

What will this indicator show and assess?

This indicator will show the percentage of households in our region that can access at least one vehicle, by level of income. By monitoring this indicator, we can determine the relationship between income and transportation access and target transport provision.

Methodology of collecting the data

There are currently no data for household access to cars by income. We will commission collection and reporting of this data to support the monitoring of this indicator.

C4 - Public transport trips per person per year by household income

What will this indicator show and assess?

This indicator measures the number of public transport trips taken by individuals in Cambridgeshire and Peterborough based on their household income. It is important to assess this indicator because it gives us insight on the accessibility and affordability of public transportation for different income groups.

Methodology of collecting the data

No data are currently available for the count of public transport journeys by income for regional and Local Authority level. We will commission data collection relating to household income to support the monitoring and evaluation of this indicator.

C5 - Percentage of households within 10 minutes' walk of a bus stop with a service of at least once an hour

What will this indicator show and assess?

This indicator tracks households' access to public transportation. It indicates the percentage of household that have access to frequent and reliable bus services within a short walking distance. Convenience of bus services can be measured and can identify underserved areas.

Methodology of collecting the data

There are currently no data available for this indicator for our region. We will commission data collection and reporting.

C6 - Car ownership by deprivation decile

What will this indicator show and assess?

This indicator shows the relationship between car ownership and socio-economic disadvantages within our region. By monitoring this indicator, we can identify areas where car ownership is high or low, and where alternative transportation options may be needed.

Methodology for collecting the data

The current data available for this indicator is split into two different data sets from the Census 2021 and the Ministry of Housing, Communities and Local Government, with collection dates

that are mismatched. We will commission an annual collection and reporting of new data to support the performance of any projects that relate to this indicator.

C7 - Rail Punctuality

What will this indicator show and assess?

The rail punctuality indicator tracks the percentage of trains that arrive at their final destination on time. This is typically defined by train arrivals within a certain number of minutes of the scheduled arrival time, such as within 5 or 10 minutes. This is essential to study as it helps determine the reliability and efficiency of the rail network in our region. Monitoring rail punctuality can help to increase the satisfaction of customers towards the rail network and shift demand from private transport to train journeys.

Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

C8 - Bus Punctuality

What will this indicator show and assess?

This indicator refers to the percentage of buses that arrive at their destination within a specified time frame. It is an important measure for us to improve trust on the bus service and have a reliable sustainable mode of transport for everyone in the community.

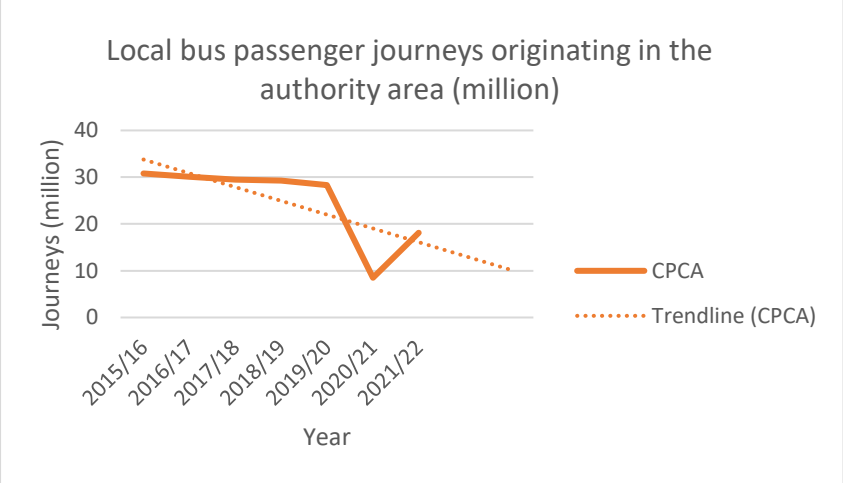
Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

C9 - Local bus passenger journeys originating in the authority area (million)

What will this indicator show and assess?

The current data for this indicator can be seen below, covering 2015 to 2022 and measures the total number of bus journeys in the region to allow us to evaluate the demand for buses in the region.



Source: Bus statistics data tables - GOV.UK (www.gov.uk)

Methodology of collecting the data

The data for bus passenger journeys are based on several sources compiled from the Public Service Vehicle (PSV) survey of over 500 local bus operators. The survey provides information on passenger journeys, vehicle distance, revenue and costs, and vehicles and staff. Data is collected on an annual basis.

C10 - Average journey length by purpose and car ownership

What will this indicator show and assess?

This indicator measures the average distance travelled by individuals for different purposes, such as commuting or leisure, by car ownership status. By monitoring this indicator, we can provide insight into travel behaviour patterns that can indicate the need for better public transportation options.

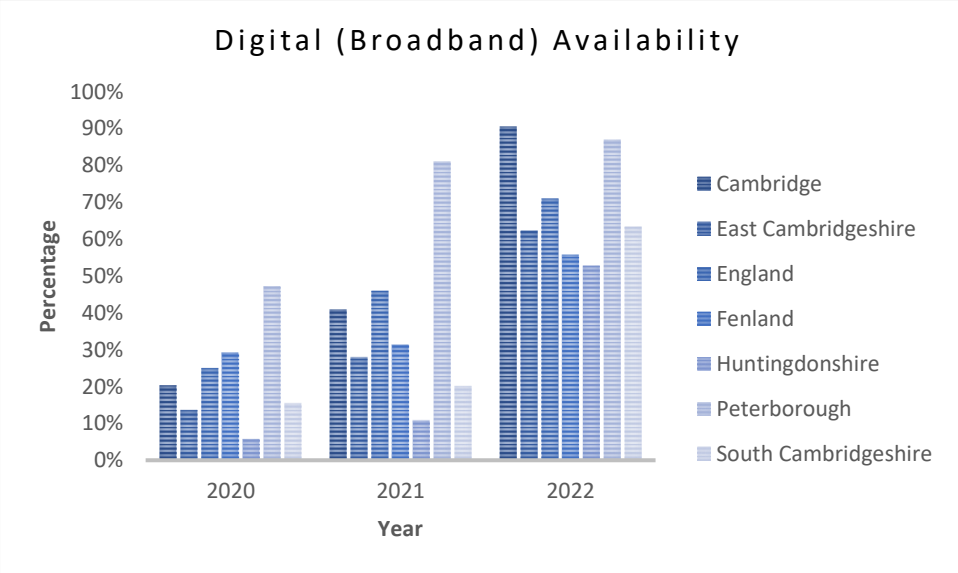
Methodology of collecting the data

Currently, regional data for this data is not available. We will commission collection and reporting of new data to support the performance monitoring of any transport projects connected to this indicator.

C11 – Digital (broadband) availability

What will this indicator show and assess?

This indicator monitors the proportion of households that have access to broadband internet services within our region, providing critical information on the level of digital connectivity and availability. Below shows the internet coverage in the regions from 2020 to 2022.



Source: Connected Nations 2022: data downloads - Ofcom

Methodology of collecting the data

The data on regional fixed broadband coverage is collected from several operators. Internet operators are asked to provide data for each address where a service is provided or available. This premises data from Ordnance Survey Address Base Premium is combined with additional geographical classification from the Office of National Statistics (ONS) Postcode Lookup. Data for this indicator is collected annually.

C12 – Proportion of fully accessible buses on certain routes or areas

What will this indicator show and assess?

This indicator monitors the percentage of buses that are fully accessible for people with disabilities on selected regional routes or areas. Bus accessibility includes features such as audio and visual announcements, wheelchair ramps and lower flooring. By assessing this indicator, we can identify areas or routes with insufficient accessibility and improve inclusivity.

Methodology of collecting the data

There are no data currently for fully accessible buses in the region. To keep robust figures on improving transport connectivity, we will commission data collection and reporting for performance evaluation.

Productivity

Indicators
P1 - Number of peak hour vehicle journeys
P2 - Journey time reliability on strategic routes during the AM peak
P3 - Key route network speed (AM peak)
P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type)

P1 - Number of peak hour vehicle journeys

What will this indicator show and assess?

This productivity indicator monitors the total count of vehicle journeys during peak hours in the region. By tracking this indicator, we can identify high demand for travel and reducing congestion during the morning peak.

Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

P2 - Journey time reliability on strategic routes during the AM peak

What will this indicator show and assess?

This indicator measures the consistency and predictability of travel time on major routes in the region during morning rush hour. It is calculated by comparing the actual travel time with the expected or planned travel time. This indicator enables us to provide insight in improving road congestion, transportation capacity, and public health effects.

Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

P3 - Key route network speed (AM peak)

What will this indicator show and assess?

The average speed of vehicles on key routes during the morning peak is measured. Effective monitoring of this indicator will provide information on longer commutes and increased

congestion. This allows informed decisions on road, signal timing, and public transport improvements.

Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type)

What will this indicator show and assess?

This indicator will monitor the percentage change in travel time during peak hours on specific routes for different types of vehicles (e.g., cars, buses, etc.). It is important to assess this indicator to identify traffic inefficiencies and help prioritise investments to improve travel times.

Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

Climate Change and Environment

Indicators
CE1 - Trips per person by mode of transport or journey purpose
CE2 - Proportion of urban trips under five miles taken by walking & cycling
CE3 - Proportion of urban trips under five miles taken by Public Transport
CE4 - Proportion of plug-in vehicles
CE5 - Per capita transport carbon emissions
CE6 - Number of charge points available to the public

CE1 - Trips per person by mode of transport or journey purpose

What will this indicator show and assess?

This indicator will monitor the number of trips made by individuals using different modes of transport (walking, cycling, public transport, and private vehicles) or for different journey purposes (commuting, leisure, or shopping). By measuring this indicator, we can evaluate travel behaviour or residents and identify opportunities to shift towards more sustainable modes of transport.

Methodology of collecting the data

There are currently no regional data available for this indicator for journey purpose. We will commission new data to support the monitoring and evaluation of this indicator.

CE2 - Proportion of urban trips under five miles taken by walking & cycling

What will this indicator show and assess?

The percentage of short urban trips that are made by walking or cycling instead of vehicles are measured for our region. By monitoring this indicator, the CPCA can provide insight in the level of active travel in the local authorities and help identify areas where walking and cycling may need to be improved or promoted.

Methodology of collecting the data

We do not currently have any available distance based urban trip data by walking and cycling. New data will be commissioned to monitor the indicator.

CE3 - Proportion of urban trips under five miles taken by Public Transport

What will this indicator show and assess?

This indicator will monitor the percentage of total urban trips by public transport that are less than five miles. Measuring this indicator will identify the potential in reducing traffic congestion, improving confidence in public transportation and carbon emissions from private vehicles.

Methodology of collecting the data

Like CE2, we do not have any usable data for urban public transport trips under five miles for the region. We will commission an annual data collection and reporting to closely monitor and evaluate these climate indicators.

CE4 - Proportion of plug-in vehicles

What will this indicator show and assess?

This indicator will measure the percentage of registered vehicles in the region that are electric or hybrid electric. By monitoring this indicator, we can provide insight into the level of adoption of low-emission vehicles in the region and a shift towards sustainable transport options and reduced transport emissions.

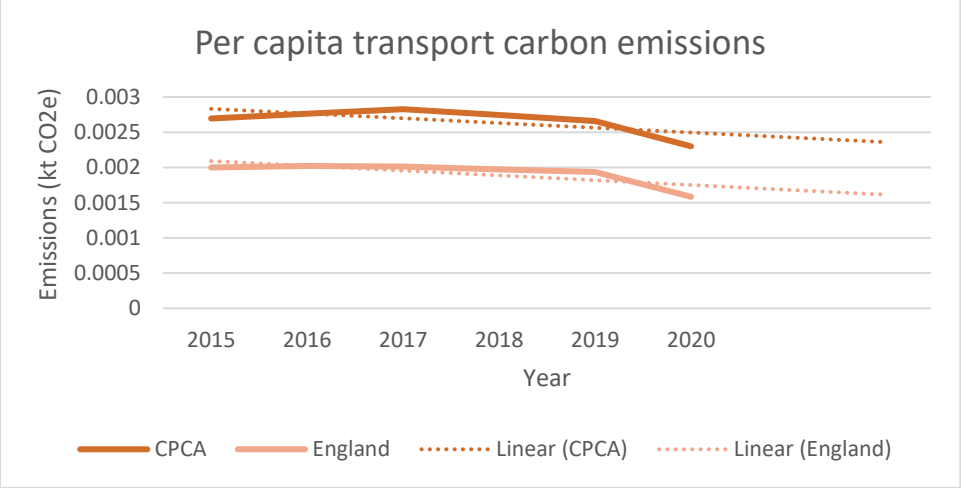
Methodology of collecting the data

We currently do not have any available data accessible for this indicator. We will commission collection and reporting of data to clearly monitor electric vehicle performance.

CE5 - Per capita transport carbon emissions

What will this indicator show and assess?

This is a key measurable of the amount of greenhouse gas emissions produced by an individual because of transport activity. This indicator provides a way to track progress towards reducing carbon emission from transportation, helping to promote sustainable mode shares or low-emission vehicles.



Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)

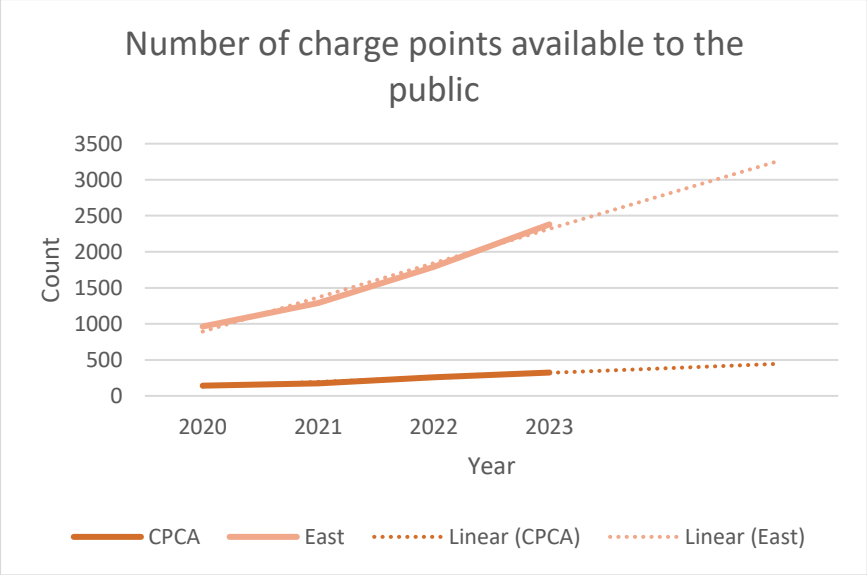
Methodology of collecting the data

The data for this indicator is collected by the Department for Business, Energy & Industrial Strategy (BEIS). The estimates are generated and compiled by the UK Greenhouse Gas Inventory (GHGI) and reported annually. The emissions are reported on an end user basis, where the energy consumed by the final consumer reflects the total emissions relating to that energy use.

CE6 - Number of charge points available to the public

What will this indicator show and assess?

This indicator measures the publicly accessible charging points for electric vehicles in each area. Data starts from 2020 with the current release in 2023.



Source: Electric vehicle charging device statistics: January 2023 - GOV.UK (www.gov.uk)

Methodology of collecting the data

This data is collected by the Department for Transport (DfT) and collaborating with the electric and charging point platform Zap-Map. The statistics provide the number of publicly available electric vehicle charging devices and rapid charging devices in the UK. Data is collected on a quarterly basis.

Health

Indicators
H1 - Proportion of people within 15 minutes of green open space
H2 - Percentage of deaths attributed to particulate air pollution
Error! Reference source not found.
H4 - Levels of noise pollution
H5 - Levels of light pollution
H6 - Levels of air pollution
H7 - Transport related Air Quality Management Areas (AQMAs)
H8 –
H9 – Length of cycleway per district

H1 - Proportion of people within 15 minutes of green open space

What will this indicator show and assess?

This indicator measures the percentage of the population living within a 15-minute walk of publicly accessible green open spaces, such as parks, playgrounds, and public gardens. By assessing this indicator for the region, we can help track progress in increasing access to green open space and promote a more sustainable and healthier urban environment.

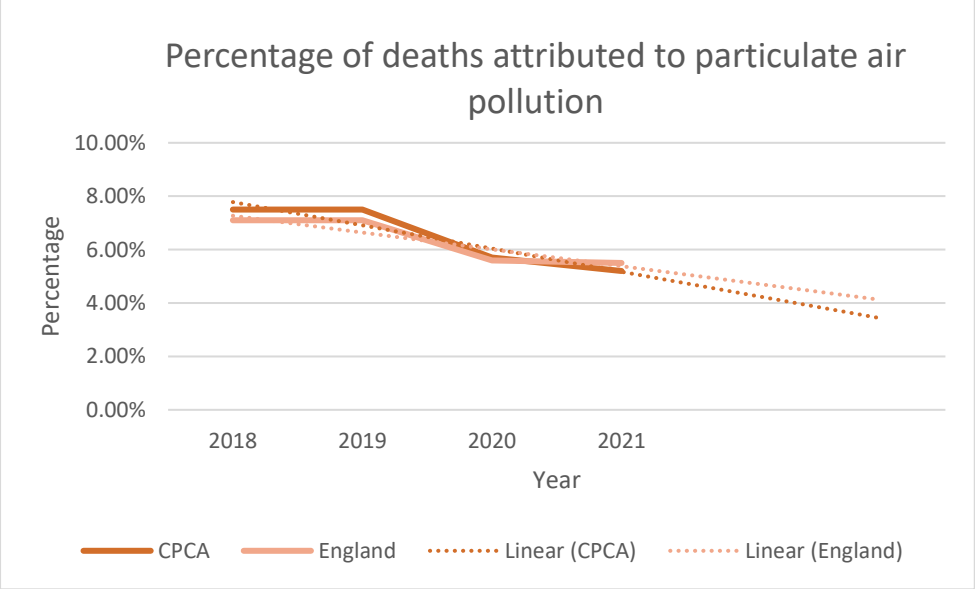
Methodology of collecting the data

The CPCA does not have any available data currently that will measure this indicator accurately. We will commission data collection and reporting to evaluate impacts of any projects that relate to this indicator.

H2 - Percentage of deaths attributed to particulate air pollution

What will this indicator show and assess?

Current data on this indicator can be seen below from the year 2018 to 2021.



Source: Public health profiles - OHID (phe.org.uk)

Methodology for collecting the data

This data is collected by the Office of Health Improvement and Disparities (OHID), part of Public Health England. Particulate air pollution concentrations for each lower tier LA are calculated by approximating LA boundaries to a 1km-by-1km grid and using census population data. These concentrations are then used for estimating the mortality burden attributable to particulate air pollution. Data is collected on an annual basis.

H3 - Percentage increase use of cycling

What will this indicator show and assess?

This indicator monitors the change in the proportion of trips made by cycling over a specific period of time in the region. It will monitor the effectiveness of promoting cycling as a mode of transport and provisions to improve the cycling infrastructure.

Methodology of collecting the data

The data on this indicator is currently incomplete with missing local authorities. We will commission collection and reporting of new data to track the performance of interventions by the CPCA.

H4 - Levels of noise pollution

What will this indicator show and assess?

This indicator refers to the measurement of sound levels in the region, caused by various transportation modes such as cars, trains and airplanes. This will monitor and help the CPCA understand levels of noise pollution from traffic and take appropriate actions to mitigate negative health impacts.

Methodology of collecting the data

Currently, the available data for our region is incomplete and will need commissioning to accurately monitor this indicator. We will commission data collection and reporting.

H5 - Levels of light pollution

What will this indicator show and assess?

This indicator highlights the amount of artificial light that is present in the area, often in urban areas, that cause a significant increase in ambient light levels that can lead to light pollution. The bright headlights of cars, trucks, and other vehicles can contribute significantly to light pollution due to its intensity that can be blinding to other drivers and pedestrians. By monitoring this for the region, we can take action to address health, safety, and environmental effects.

Methodology of collecting the data

Currently, the available data for our region is incomplete and will need commissioning to accurately monitor this indicator. We will commission a biyearly collection and reporting to get access to pollution data.

H6 - Levels of air pollution

What will this indicator show and assess?

This indicator will track the concentration of harmful particles and gases in the air, such as nitrogen dioxide, sulphur dioxide and particulate matter that can have significant negative impacts on human health. By monitoring this indicator, we can monitor the performance of strategies to reduce air pollution from transportation.

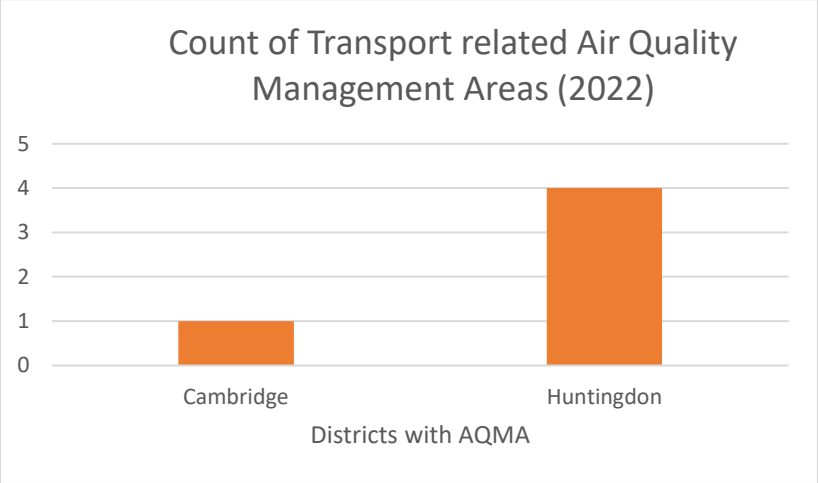
Methodology of collecting the data

The data available for this indicator are available. We will commission a biyearly reporting of data to support the monitoring and evaluation of this indicator.

H7 - Transport related Air Quality Management Areas (AQMAs)

What will this indicator show and assess?

This indicator shows areas designated by local authorities where air quality standard is being exceeded due to transport-related emissions. This indicator links to the serious implication on health and climate. By measuring the number or transport related AQMAs, the effects of emissions reduction programs and policies affecting those areas can be monitored.



Source: Air Quality Management Areas (AQMAs) - Defra, UK

Methodology for collecting the data.

The data for the AQMAs are carried out by DEFRA and measure the air pollution for each Local Authority to make sure that the national air quality objectives are achieved. An AQMA is declared if a Local Authority is not likely to achieve these objectives. Data on new AQMAs are collected annually but reviewing current AQMAs are done case by case depending on pollutant type.

H8 – Nitrogen dioxide levels from traffic

What will this indicator show and assess?

This indicator monitors the levels of nitrogen dioxide (NO2) in the air that are primarily caused by vehicle emissions. NO2 is a harmful air pollutant and assessing the levels for the region can help us to prioritise sustainable modes of transport and reduce the negative effects of transportation on air quality.

Methodology of collecting the data

There are currently no available data for traffic specific nitrogen dioxide levels for the region. We will commission collection and reporting of data to support and monitor this health indicator.

H9 – Length of cycleway per district

What will this indicator show and assess?

This indicator measures the total length of cycleways in the region. By monitoring this indicator, we can provide insight on the availability and quality of the cycling infrastructure.

Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

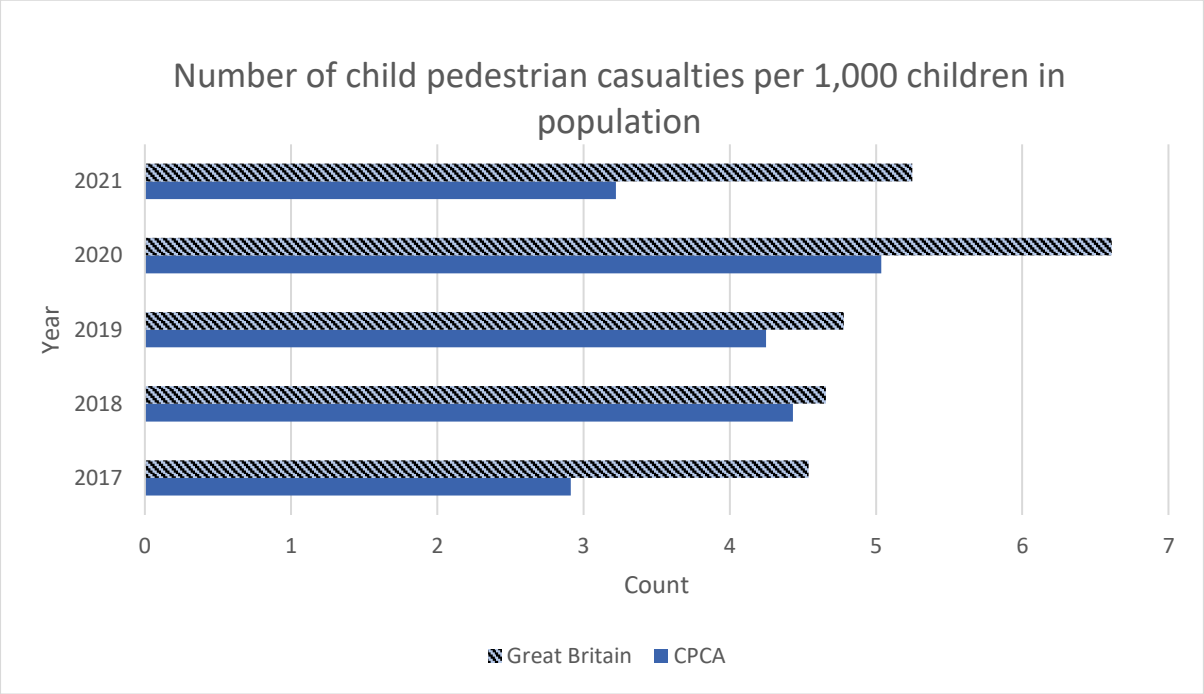
Safety

Indicators
S1 - Number of child pedestrian casualties per 1,000 children in population
S2 – Number of highway casualtiesS2 – Number of highway casualties
S3 - Proportion of people who say they do not use public transport because of fear of crime
S4 – Killed or seriously injured (KSI) casualties in 10% most deprived areas
S5 – Killed and seriously injured (KSI) casualties by road user type and district
S6 – Killed and seriously injured (KSI) casualties by user type vs user type

S1 - Number of child pedestrian casualties per 1,000 children in population

What will this indicator show and assess?

This indicator will monitor road safety data for child pedestrians. This will enable us to identify areas where safety improvements can be made and evaluate the impact of any projects that aim to improve road safety for children, such as dedicated, pedestrian crossing, pavement, and pedestrian-only areas. Current data on this indicator can be seen below compared to Great Britain from 2017 to 2021.



Source: Road traffic statistics - About (dft.gov.uk)

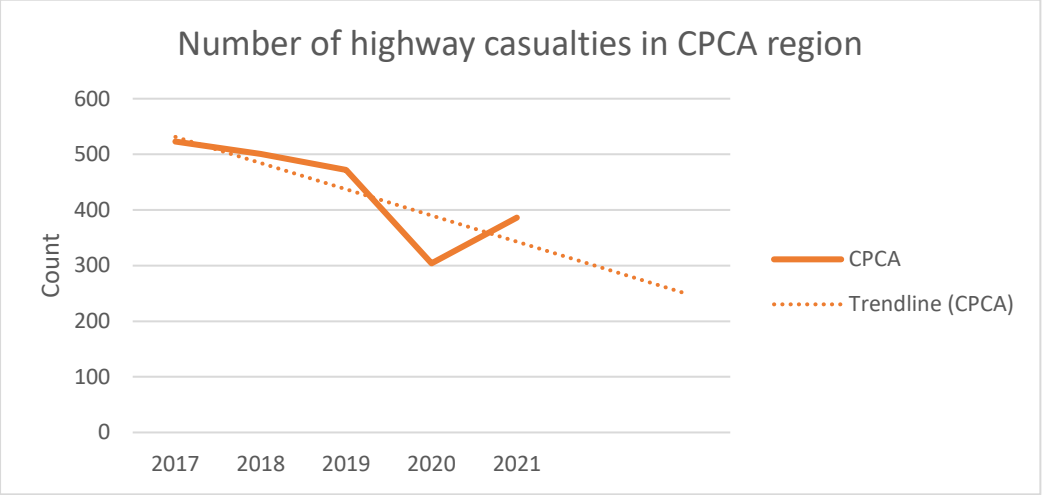
Methodology for collecting the data

The DfT collects road traffic statistics mostly based on injury collision reported to the police through statistical form inputting using the STATS19 guidance, but police forces can use any technology to approach the reporting of data. The STATS19 form collects collision, vehicle, casualty, and contributory factors that caused the incident. Data is collected on annual basis.

S2 – Number of highway casualties

What will this indicator show and assess?

This indicator monitors casualties by road type and is essential to highlight safety improvements for the community. Data is only available for the region, not specific districts from 2017 to 2021.



Source: Road traffic statistics - About (dft.gov.uk)

Methodology of collecting the data

The DfT collects road traffic statistics mostly based on injury collision reported to the police through statistical form inputting using the STATS19 guidance, but police forces can use any technology to approach the reporting of data. The STATS19 form collects collision, vehicle, casualty, and contributory factors that caused the incident. Data is collected on annual basis.

S3 - Proportion of people who say they do not use public transport because of fear of crime

What will this indicator show and assess?

This indicator refers to the percentage of people who report that fear of crime is a barrier to their use of public transport. Monitoring this indicator is important to assess for us to identify the perception of safety among public transport users that can impact overall ridership and public transport accessibility.

Methodology of collecting the data

There are no data currently available to measure this indicator. However, we will commission data collection and reporting to support safety interventions.

S4 – Killed or seriously injured (KSI) casualties in 10% most deprived areas

What will this indicator show and assess?

This indicator will monitor the number of people that have been killed or seriously injured in road traffic accidents in the 10% most deprived areas of Cambridgeshire and Peterborough. By monitoring this indicator, we can identify levels of vulnerability to road traffic accidents and prioritise safety interventions.

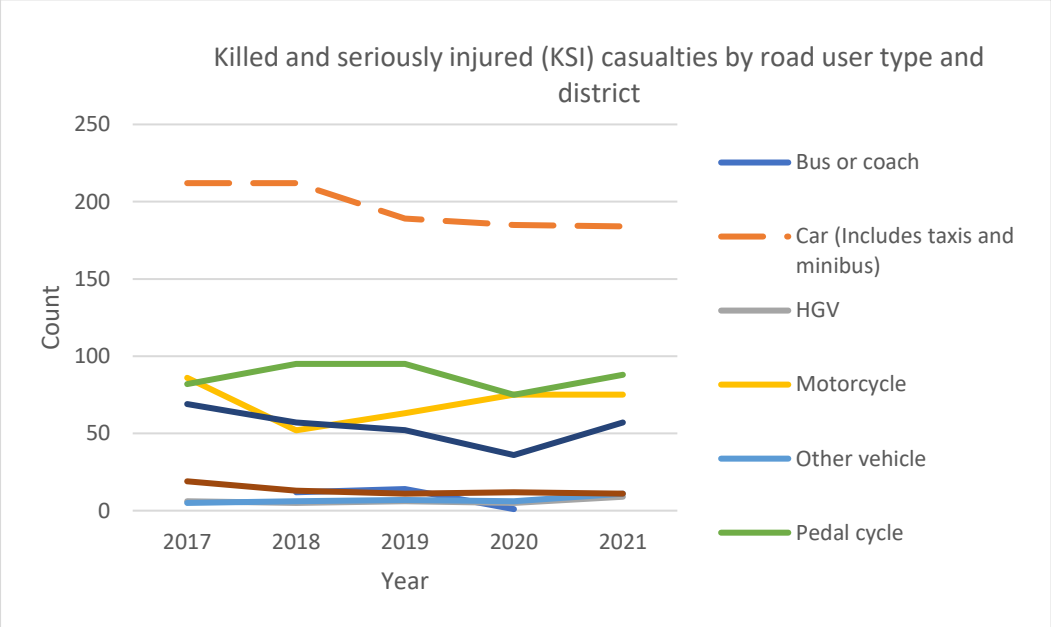
Methodology of collecting the data

There are currently no available data for KSI casualties by lower-layer super output area. We will commission an annual collection and reporting of new data to support the monitoring and evaluation of this indicator.

S5 – Killed and seriously injured (KSI) casualties by road user type and district

What will this indicator show and assess?

In this KSI indicator, road user type is considered and will identify the people in casualties categorised by transport type. The current data available shows data for the region from 2017 to 2021.



Source: Road traffic statistics - About (dft.gov.uk)

Methodology of collecting the data

The DfT collects road traffic statistics mostly based on injury collision reported to the police through statistical form inputting using the STATS19 guidance, but police forces can use any technology to approach the reporting of data. The STATS19 form collects collision, vehicle, casualty, and contributory factors that caused the incident. To obtain data for the Local Authority, we will need to collaborate with district police to have a better representation for the CPCA region. Data is collected on annual basis.

S6 – Killed and seriously injured (KSI) casualties by user type vs user type

What will this indicator show and assess?

This will monitor the number of road casualties that are categorised by both road users that are involved in the incident. This can be presented in a matrix format where the columns represent the type of user at fault, and the rows represent the type of user who is the victim. Monitoring this indicator will give the ability to prioritise investment for vulnerable road users and make necessary adjustments to improve road safety.

Methodology of collecting the data

The current data available from the DfT does not include filtering for the categories of the indicator description. We will commission reporting of the data to capture this indicator.

TECHNICAL METHODOLOGY NOTE

DATE:	02 March 2023	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Phase 3 Technical Methodology Note		
PROJECT:	CPCA Quantified Carbon Reduction Strategy	**AUTHOR:**	Sajitha Sasidharan, Aditya Sohoni
CHECKED:	Alex Thomas	**APPROVED:**	James Moore

1 INTRODUCTION

1.1 Background

WSP have been commissioned by Cambridge and Peterborough Combined Authority (CPCA) to undertake a three-phase decarbonisation study to support the Local Transport & Connectivity Plan (LTCP) which is currently being developed. CPCA and its constituent authorities have made a commitment to reduce vehicle km by 15% (from a 2019 baseline) through their LTCP.

The phasing of the study has been designed to align with the emerging Department for Transport (DfT) Quantified Carbon Reduction (QCR) guidance. Firstly, to provide the evidence required to support a compliant LTCP and secondly, to inform the scale and rate of carbon reduction which is required to support net zero objectives.

1.2 WSP Commission

In response to the background described above WSP has been commissioned to undertake a three-phase decarbonisation study to support the LTCP which is currently being developed. The phases include:

Phase 1: Estimation of current and future user emissions.
Phase 1 of the study set out the base year emissions on the transport network and forecast the emissions gap under a “business as usual” and “accelerated electric vehicle” scenario using a high-level link-based methodology. The results showed that a business as usual or do minimum approach reliant on technology change will leave a huge residual gap in carbon compared to the desired trajectory up to 2050.

Phase 2: Carbon assessment of current commitments identified in LTCP.
Phase 2 developed a more sophisticated baseline emissions model, adopting the most detailed method recommended by the upcoming DfT guidance. The network-based model allows us to disaggregate the results by journey purpose, vehicle type, trip length and road type to gain a better understanding of where emissions are coming from. This evidence is used to tailor interventions more effectively to target the carbon “worst offenders”. Once policy measures and specific interventions have been identified, the emissions model is then used to test their impact at varying scales and intensities.

Phase 2 of the study quantified the carbon impact of the current commitments identified in the LTCP. The results highlight that the current commitments shortlisted in the LTCP will not be sufficient to achieve the scale of reduction in vehicle km travelled required to bridge the emissions gap identified in Phase 1. The extent of committed infrastructure that will change travel behaviour (i.e., reduce demand or switch to

sustainable modes) or accelerate electric vehicle uptake is not expected to create the transformational change required to reach the Government's net zero by 2050 target.

The results of phase 2 demonstrated that infrastructure alone is not enough to reduce the emissions gap (identified in phase 1) without additional policy measures that seek to influence travel behaviour on a greater scale.

Phase 3: Option appraisal and carbon assessment of interventions required.
Phase 3 seeks to provide evidence on the range and potential impact of additional policy measures that might be suitable for inclusion in the LTCP in order to achieve the combined authority's policy commitments. The carbon model developed in phase 2 will be used to test the full range of measures which are required to exert a greater influence on travel demand, including spatial strategy, demand management and shared transport solutions.

The key deliverables of this study include:

- **QCR Scoping Study Findings Presentation** – a slide deck summarizing the findings of the study. This has been designed to be suitable for both presentation and review as a standalone document. Task 1 findings were presented in December and Task 2 findings in January. The final slide deck includes findings from both.
- **Technical methodology note** – this document. The purpose is described in Section 1.3 and structure in 1.4.

1.3 Purpose of this Methodology Note

The purpose of this methodology note is to:

- Document the technical methodology (including key assumptions and sources) that have informed the analysis and recommendations presented in the slide-deck
- Set out methodological requirements and recommendations for future stages of carbon analysis in support of LTP4's development in line with the QCR guidance.

The intended audience of this methodology note is officers looking to understand the methodology that has informed this analysis and methodological advice and recommendations for future stages of LTP development.

The slide-deck should be used as the primary deliverable for communicating the findings and recommendations from this commission. This methodology note therefore does not repeat this content from the slide-deck and instead cross-references to content in the slide-deck.

1.4 Structure of this Note

The structure of this note is aligned to that used in the slide-deck as follows:

- Section 2: Carbon budgets and pathways (slides 5-8)
- Section 3: Identify the implementation gap (slide 7-8)
- Section 4: Identify transport outcomes (slides 10-12)
- Section 5: Identify interventions (slides 14 – 18)
- Section 6: Assessment of interventions (18 – 35)
- Section 7: Linking interventions to outcomes (36 – 51)
- Section 8: QCR gap analysis (52 – 53)

2 CARBON BUDGETS AND PATHWAYS

2.1 Transport decarbonisation pathways

Different national and regional pathways represent different interpretations of the pace of which emissions must fall to mitigate climate change. For a more detailed breakdown please refer to phase 1 and 2 deliverables.

The following pathways have been used in this analysis.

CCCs The Sixth Carbon Budget: The UK's path to Net Zero

Three 'explanatory scenarios' developed to identify a 'Balanced Pathway' towards Net Zero. The balanced pathway puts the UK on track for Net Zero by 2050 and supports the required global path for decarbonisation. For the purpose of calculating transport decarbonisation pathways the data is extracted from 'surface transport' under the Scenario Key Metrics tab of the CCC dataset. Key assumptions underpinning the pathway can be found in the methodology report.

Net Zero Strategy: Build Back Greener (2021)

The Net Zero Strategy contains three illustrative 2050 net zero scenarios and an indicative delivery pathway for each sector including domestic transport. The indicative delivery pathway for domestic transport reflects uncertainty in future macroeconomic trends from which a central pathway can be determined.

The central pathway and consistent carbon budgets, if delivered successfully, would meet statutory whole economy carbon budgets set by the UK (assuming that other sectors achieve their relevant delivery pathways). The Net Zero delivery pathway is informed by CCC's analysis but reflect Government policy decisions of how best to achieve targets. Further information on how this pathway has been developed can be found in pages 74-83 of the Net Zero Strategy.

Data is extracted from the NZS Dataset under the Transport tab; NZS Delivery Pathway (Upper and Lower range).

Tyndall Centre

The Tyndall Centre pathway is the most ambitious of the pathways analysed with emission reductions throughout the 2020's equivalent to those seen in 2020 under COVID-19 travel restrictions. The method used by Tyndall Centre adopts a different interpretation of what is a 'fair' contribution by the UK to the Paris Agreement, providing the UK a smaller whole economy carbon budget than committed to nationally. Local authorities are then apportioned to a share of the budget.

The data reports can be used to calculate carbon budgets for any part of the United Kingdom from local authority area scale up to regions and devolved administrations. As such, whole-economy decarbonisation pathway annual data is extracted manually from the report by selecting the relevant LA's and summing these.

The Tyndall Centre provides a whole-economy decarbonisation pathway for each local authority. It does not however disaggregate by sector. To provide a transport specific pathway the 2019 proportions of emissions from each sector have therefore been used. This assumes the proportions remain the same in future years (i.e. each sector decarbonises at the same pace) which is a limitation.

2.2 Method for scaling to CPCA using Carbon Tool

The tool has a bottom-up approach to provide the baseline carbon emission till 2050 for transport in the CPCA area with 2019 as baseline. The tool provides details of carbon emissions on a link-based level, with the ability to analyse emissions in each local authority area based on road type. The results of the baseline are also broken down into categories (for example journey purpose, mode type etc.) and aligned to

historical carbon data by local highway authority available from the Department for Business, Energy & Industrial Strategy (BEIS).

The link-based assessment used outputs from different strategic models (Cambridge Sub Regional Model (CSRM2), Peterborough transport model (PTM3), March Area Transport Study Model (MATS), Wisbech Area Transport Study Model (WATS15) and the Southeast Regional Transport Model (SERTM2)). SERTM2 model was developed for National Highways and covers the whole of the south-east of England including the whole of the CPCA area.

The outputs of the link-based data produced in phase one of this project have been combined with the trip genesis and trip length distribution outputs into a more detailed carbon baseline model. The spreadsheet developed does not forecast nor manipulate data to see the effect of different interventions/measures. However, it is considered the starting point for forecasting and sensitivity testing.

The data is provided on a row-by-row basis with each row providing a record of data e.g. sector, attribute, vehicle type kilometres, vehicle type speed. The attribute on each record was journey purpose, journey length bandwidth, road type and so on. The outputs are used separately in the dashboard analysis to avoid double counting.

2.3 Carbon Budgets Methodology

In response to the Paris Agreement, the UK Government has set ambitious Nationally Determined Contributions (NDCs) to reduce greenhouse gases in line with a trajectory to limit global average temperature increases to 1.5°C and to keep global temperatures less than 2°C above pre-industrial levels.

Through the Climate Change Act these NDCs have been translated into UK law in the form of five-year carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit over five-year periods. These limits reduce with each successive budgetary period. Achieving these budgets will put the UK on a trajectory to achieve Net Zero by 2050.

Slide 15 details indicative transport carbon budgets for each of pathways. For each pathway these have been calculated by summing the results (as documented in the data spreadsheet) for each carbon budget period, as defined through the Climate Change Act.

3 IDENTIFY THE IMPLEMENTATION GAP (SLIDE 7 TO 8)

3.1 Future Emission Scenarios

Three scenarios have been used to test what impact no further intervention as well as accelerated EV uptake would have on transport emissions in CPCA, depicted on Slides 5, 7 and 24 respectively.

The three scenarios used are:

Business as Usual (TAG) Forecast

The Business as Usual (BaU) scenario highlights how transport emissions in CPCA may change up to 2050 without further intervention.

This represents firm and funded policies in line with current TAG datasets and recognised growth forecasts (National Road Traffic Projections (NRTP) 2022 Core scenario).

Fleet assumptions are based on the latest version of the TAG Databook (A1.3.9) which does not account for national bans on the sale of new Internal Combustion Engine Vehicles (ICEVs): a national intervention that is not yet legislated for but is expected to have a significant influence on future emissions.

Accelerated ZEV uptake scenarios

The following scenarios of 'accelerated ZEV uptake' have been used to present possible scenarios of accelerated ZEV uptake driven primarily by the national bans on the sale of ICEVs.

EV:Ready / Localised Market Ready (High and Low)

EV:Ready is WSP's tool for informing transport authorities of future EV demand, supply and charging requirements. It has been used to prepare local authority forecasts of EV uptake that reflect local factors. The method utilises National Grid Future Energy Scenarios (FES) for UK based scenarios of EV uptake and weights these to reflect their relevance to the market today and forecast uptake rates until 2050. Local factors are then accounted for using data such as baseline EV ownership and sales trends, reliance on on-street parking, vehicle ownership, wider fleet and vehicle turnover trends and propensity to switch to an EV (based on socio-demographics and consumer attitude data).

This gives a High and Low forecast of percentage EV ownership as a proportion of total vehicle fleet on an annual basis up to 2050. These percentages have been used in place of TAG Unit A1.3.9 in the forecasting of emissions up to 2050 (see Figure 1). This assumes percentage ownership can be used in place of percentage mileage split, which may cause inaccuracies in some local circumstances (e.g., where an authority has low EV ownership but high EV mileage from trips originated in a neighbouring authority).

EV:Ready only provides EV forecasts for car. To reflect likely switches to zero emission technologies in LGVs and HGVs it has been assumed LGV ownership is the same as EV:Ready forecasts for car, and HGVs follow the same profile but 10 years behind.

The High and Low forecasts reflect the significant uncertainty that exists in future EV uptake but reflects EV uptake is likely to be higher than estimated in TAG.

Common Analytical Scenarios (CAS)

DfT released the Common Analytical Scenarios in August 2022 with a databook that included mileage split by fuel type for each scenario. Growth factors for each CAS scenario were released in December 2022 as part of the National Road Traffic Projections (NRTP) 2022.

The intention of CAS is to provide greater consistency in the treatment of uncertainty in the appraisal, and development of transport schemes, policies, and strategies. Six analytical scenarios have been developed including high economy, low economy, regional, behavioural change, technology and decarbonisation.

The decarbonisation scenarios include two variants:

- Mode Balanced (MB) Decarbonisation
- Vehicle Led (VL) Decarbonisation Scenario

These two scenarios include the same mileage split dataset that represent a potential future of ambitious ZEV uptake. Both are national datasets (not reflecting local differences) and are only scenarios intended to support planning for uncertainty – they are not forecasts. Since fleet assumptions is same for the two variants in decarbonisation scenarios and all other assumptions (e.g., traffic growth, fuel efficiency) remain same as per the Business-as-Usual (TAG) estimate in the carbon tool, only Vehicle Led scenario is considered in the analysis.

The accelerated EV uptake scenario should be used to inform the potential contribution that accelerated EV uptake driven by national policy could have. The scenario however must be enabled by local delivery of charging infrastructure and may fail to materialise if charging provision and other factors (e.g., grid supply) are not overcome.

The datasets used in each emission estimate scenario are summarised in Table 1 below. This includes the values for each key dataset in 2025, 2030, 2040 and 2050 to aid comparison between these datasets.

Table 1: Datasets used in each emission estimate scenario

		BaU (TAG A1.3.9)				EV:Ready-High				EV:Ready-Low				CAS -VL (CAS Mileage Split (VL1))			
Fleet composition		Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV
	2025	15%	2%	0%	16%	13%	13%	0%	13%	8%	8%	0%	8%	13%	4%	0%	16%
	2030	36%	5%	0%	28%	44%	44%	2%	44%	28%	28%	2%	28%	41%	28%	9%	36%
	2040	62%	29%	0%	31%	92%	92%	44%	92%	79%	79%	28%	79%	88%	81%	70%	82%
	2050	67%	45%	0%	33%	99%	99%	92%	99%	95%	95%	79%	95%	99%	95%	99%	98%
Traffic growth (Minor Roads)		NRTP Core				NRTP Core				NRTP Core				NRTP Core			
		Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV
	2025	1.03	1.13	1.01	0.93	1.03	1.13	1.01	0.93	1.03	1.13	1.01	0.93	1.03	1.13	1.01	0.93
	2030	1.08	1.09	1.01	0.93	1.08	1.09	1.01	0.93	1.08	1.09	1.01	0.93	1.08	1.09	1.01	0.93
	2040	1.15	1.22	1.03	0.93	1.15	1.22	1.03	0.93	1.15	1.22	1.03	0.93	1.15	1.22	1.03	0.93
	2050	1.18	1.34	1.04	0.93	1.18	1.34	1.04	0.93	1.18	1.34	1.04	0.93	1.18	1.34	1.04	0.93
Traffic growth (Motorways)		NRTP Core				NRTP Core				NRTP Core				NRTP Core			
		Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV
	2025	1.05	1.13	1.03	0.93	1.05	1.13	1.03	0.93	1.05	1.13	1.03	0.93	1.05	1.13	1.03	0.93
	2030	1.13	1.13	1.07	0.93	1.13	1.13	1.07	0.93	1.13	1.13	1.07	0.93	1.13	1.13	1.07	0.93
	2040	1.24	1.27	1.13	0.93	1.24	1.27	1.13	0.93	1.24	1.27	1.13	0.93	1.24	1.27	1.13	0.93
	2050	1.29	1.40	1.18	0.93	1.29	1.40	1.18	0.93	1.29	1.40	1.18	0.93	1.29	1.40	1.18	0.93
Traffic growth (A Roads)		NRTP Core				NRTP Core				NRTP Core				NRTP Core			
		Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	LGV	HGV	PSV
	2025	1.02	1.16	1.02	0.93	1.02	1.16	1.02	0.93	1.02	1.16	1.02	0.93	1.02	1.16	1.02	0.93
	2030	1.08	1.20	1.03	0.93	1.08	1.20	1.03	0.93	1.08	1.20	1.03	0.93	1.08	1.20	1.03	0.93
	2040	1.14	1.38	1.05	0.93	1.14	1.38	1.05	0.93	1.14	1.38	1.05	0.93	1.14	1.38	1.05	0.93
	2050	1.18	1.52	1.07	0.93	1.18	1.52	1.07	0.93	1.18	1.52	1.07	0.93	1.18	1.52	1.07	0.93
Fuel efficiency (Petrol) in l/km		TAG A1.3.11				TAG 1.3.11				TAG 1.3.11				TAG 1.3.11			
		Car	LGV			Car	LGV			Car	LGV			Car	LGV		
	2025	0.06	0.08			0.06	0.08			0.06	0.08			0.06	0.08		
	2030	0.06	0.07			0.06	0.07			0.06	0.07			0.06	0.07		
	2040	0.06	0.06			0.06	0.06			0.06	0.06			0.06	0.06		
	2050	0.07	0.05			0.07	0.05			0.07	0.05			0.07	0.05		
Fuel efficiency (Diesel) in l/km		TAG A1.3.11				TAG A1.3.11				TAG A1.3.11				TAG 1.3.11			
		Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	Car	LGV	HGV	PSV	LGV	HGV	PSV
	2025	0.06	0.07	0.17	0.26	0.06	0.07	0.17	0.26	0.06	0.06	0.07	0.17	0.26	0.09	0.31	0.41
	2030	0.06	0.06	0.16	0.26	0.06	0.06	0.16	0.26	0.06	0.06	0.06	0.16	0.26	0.08	0.28	0.39
	2040	0.06	0.06	0.14	0.25	0.06	0.06	0.14	0.25	0.06	0.06	0.06	0.14	0.25	0.08	0.24	0.36
	2050	0.06	0.05	0.14	0.25	0.06	0.05	0.14	0.25	0.06	0.06	0.05	0.14	0.25	0.08	0.23	0.34
Fuel efficiency (Electric) in kWh/km		TAG A1.3.11				TAG A1.3.11				TAG A1.3.11				TAG 1.3.11			
		Car	LGV	HGV	PSV	Car	LGV	HGV	PSV	Car	Car	LGV	HGV	PSV	LGV	HGV	PSV
	2025	0.19	0.26	1.15	1.19	0.19	0.26	1.15	1.19	0.19	0.19	0.26	1.15	1.19	0.27	1.19	1.08
	2030	0.18	0.25	1.09	1.18	0.18	0.25	1.09	1.18	0.18	0.18	0.25	1.09	1.18	0.27	1.14	1.00
	2040	0.17	0.28	1.12	1.15	0.17	0.28	1.12	1.15	0.17	0.17	0.28	1.12	1.15	0.28	1.12	0.92
	2050	0.16	0.27	1.12	1.12	0.16	0.27	1.12	1.12	0.16	0.16	0.27	1.12	1.12	0.27	1.12	0.88

3.2 Size of the Gap

The graph on slide 8 depicts the gap between estimates and carbon budgets based on the Common Analytical Scenario which presents the most ambitious EV uptake and the BaU Forecast. The gap for each pathway was determined by calculating the difference between the total carbon budget for each scenario and pathway as per each carbon budget period (CB4 to CB6).

4 IDENTIFY TRANSPORT OUTCOMES (SLIDE 10 - 12)

The Cambridge and Peterborough Independent Commission on Climate recommends a 15% reduction in vehicle km in 2030 (from a 2019 baseline). This was approved by the CA board in June 2021 and is now a commitment. Analysis has been done as to check if this commitment demonstrates a realistic and suitable level of ambition for the LTP to achieve. The BAU estimates were compared to the CCC pathway for this. The steps involved in the analysis are given below:

- To compute the target vehicle km reduction required by CPCA, a 15% reduction from 2019 baseline vehicle km was applied.
- The growth in vehicle km between 2019 and the forecast year (2031) under a business-as-usual scenario was then quantified.
- The 2019 required vehicle km was then subtracted by the 2031 base (which includes traffic growth) to quantify the required % reduction to achieve the policy objective.

To demonstrate how the local 15% objective aligns with the CCC pathway to net zero, the annual vehicle km per tCO2e was extracted from the carbon tool outputs (vehicle km and the corresponding emission estimates for the years 2019 to 2050). This annual vehicle km per tCO2e is used to calculate the corresponding annual vehicle km for CCC pathway emissions forecasted.

5 IDENTIFY INTERVENTIONS (SLIDES 14 – 18)

5.1 Carbon Assessment Framework (CAF)

To identify the decarbonisation potential of multiple interventions, a carbon assessment framework (CAF) has been developed. Please acknowledge the general guidance behind slide 17 results:

- The Carbon Assessment Framework (CAF) tool should be used as part of the optioneering stage of the QCR (Stage 3).
- The intervention list has been developed from the Midland Connect Playbook longlist. In advance of the Midlands Connect Decarbonisation Playbook which is not yet available for use, this study has sought to provide a proportionate estimate of the scale of impact different interventions could realistically achieve. This is intended to support early consideration of the nature and scale of measures required.
- Estimates are high-level and do not account for local circumstances within CPCA
- A range has been provided for user emissions to account for variability in intervention impact
- At this stage a quantitative range for infrastructure carbon is not available. This is largely due to the variability in impact and limited availability of suitable benchmarks.
- More detailed and bespoke carbon assessments of interventions is recommended should interventions be shortlisted.

Each of the scoring matrixes is provided below:

Role within Decarbonisation Framework (Avoid / Shift / Improve).

- Avoid (3): Interventions which reduce the need to travel
- Shift (2): Interventions which increase the proportion of trips that are taken by active, public and shared forms of transport. The reduction in vehicle travel (km) is converted to emissions to quantify the carbon impact.
- Improve (1): Interventions which improve the efficiency of transport.

User Emissions Impact

User emissions relates to the direct emissions generated from the use of the transport network (e.g., tailpipe emissions). Interventions which result in mode shift and a reduction in vehicle use will generate user emissions savings. A four-point scale has been applied to score each intervention:

- Neutral (0)
- Slight beneficial (1): typically, <1,000 tCO2e
- Moderate beneficial (2): typically, >1,000 tCO2e and <25,000 tCO2e
- Large beneficial (3): typically, >25,000 tCO2e

Scale of user emission savings has been quantified in tonnes of CO2e (results relate to cumulative impact in emissions up to 2050). A range has been provided to allow for variation in user savings between schemes of the same type. For example, a 1km of cycle infrastructure in one location, will not return the same user emission savings elsewhere. The tCO2e range is intended to support early consideration of the nature and scale of measures required.

Infrastructure carbon:
Infrastructure carbon relates to emissions associated with the construction, operation and maintenance of an infrastructure asset. A four-point scale has been used to quantify the infrastructure carbon impact of each intervention.

- Neutral (0): None or limited infrastructure carbon.
- Slight increase (-1): Small scale construction / materials involved.
- Moderate increase (-2): Moderate construction/materials and engineering involved.
- Adverse increase (-3): Major construction required.

Due to the variability of infrastructure emissions, dependent on scheme design, scale of materials, construction methods etc, it is not possible at this early stage to provide a quantitative range alongside the four-point scale. For this reason, we would recommend extra consideration is given to infrastructure carbon when shortlisting measures. PAS2080 principles should be applied throughout the LTP4 infrastructure plan, adopting the best practise of the carbon reduction hierarchy.

Whole-life Carbon assessment for schemes should be undertaken to quantify the carbon impact of an intervention across its lifecycle, including user emissions and infrastructure carbon. Interventions scored -3 have the potential to offset any user emissions savings from modal shift.

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Net score

The sum of the three scores has been calculated to provide the net carbon score for each measure.

- 0: Limited to no impact on carbon emissions
- 1: Slight beneficial: User emissions savings offset by infrastructure carbon.
- 2: Slight beneficial: Schemes with low user emissions savings but no infrastructure carbon | schemes with moderate user emissions potential but moderate infrastructure carbon
- 3: Moderate beneficial: Shift schemes with moderate infrastructure carbon. To be prioritised in areas of poor sustainable travel choice
- 4: Moderate beneficial: Shift / avoid schemes with moderate user emissions savings and limited infrastructure carbon
- 5: Large beneficial: Shift / avoid schemes with large user emissions savings and limited infrastructure carbon
- 6: Large beneficial: Avoid schemes with moderate user emissions savings and limited infrastructure carbon

6 ASSESSMENT OF INTERVENTIONS

6.1 Principles of Method

Phase 3 of the study builds on the transport decarbonisation model (TDCM) developed in Phase 2 and considers a range of measures that will impact the CPCA decarbonisation pathway. The results of this analysis will define what additional measures are required (over and above the schemes already identified in the LTCP) to achieve a 15% reduction in vehicle km travelled.

6.2 Emissions in the Combined Authority Influence

Through-trips (trips without a destination within the administrative boundary of the authority) and rail are outside the direct influence of authorities to address through the LTCP.

Method: Through trips are excluded from the trip genesis and the new reduced vehicle km is run through the carbon model tool to get the emissions in tCO2e.

Assumptions: Assumed to remove all the through trips for all time periods.

Limitations: Interventions which could target emissions from through trips have not been quantified as part of this commission.

6.3 Impact of Limiting Traffic Growth

The TDCM includes growth factors to account for housing projections and traffic growth. This assumes that new growth broadly replicates current travel patterns and that all new developments induce travel demand. To quantify the potential scale of emissions reductions which are achievable by limiting traffic growth, we have applied sensitivity tests to the growth factors used in the traffic model.

Method: First step is to get the annual growth in vehicle km travelled (~ 1% to 2% per year) from the carbon model outputs and then apply manual reductions to these growths. Then the reduced vehicle kms is estimated using the reduced growth factors and fed to the carbon tool to get the emissions (tco2e).

Assumptions: CPCA requires a Spatial Development Strategy (SDS) to apply a carbon lens to the Local Plan alongside the LTP measures to enable this reduction. The assumed reduction rates applied to the growths are 10%, 25% and 50%.

Limitations: Growth rate is aggregated across modes and regions before applying reduction factors. Depending on the spatial development strategy, its likely that traffic growth would look different across CPCA. For instance, urban areas with high access to sustainable travel choice and services offer the greatest potential to limit car growth.

6.4 Self-Containment Test (Spatial Planning)

Design codes for new developments advocate the 20-minute neighbourhood as best practise – allowing trips within a 20-minute journey time to be made by walk / cycle.

Method: First step is to identify responsive demand which would be analogous to car trips within a band of <5 miles in distance corresponding to a 20-minute journey. Trip reduction factor applied by trip purpose for internal, in-bound and out-bound trips. Through trips have been excluded. Reductions are applied for Personal Business, Leisure & Shopping for Other trip purpose. The reduced vehicle km is then fed to the carbon model to get the corresponding emissions (tCO2e).

Assumptions: This was only applied to Cambridge and Peterborough. Assumed reduction in car trips/vehicle kms by purpose keeping LGV / HGV movements as non-responsive. The following reduction rates were assumed for different trip purpose.

- Business: 10%
- Commute: 10%
- Other (personal business, leisure, shopping): 14%

Limitations: Other authorities (which include Fenland, Huntingdonshire, East Cambridgeshire and South Cambridgeshire) are not considered. Reductions rates have the potential to be variable dependent on location and scale of interventions (i.e., level of sustainable travel choice available and proximity of services within 20-minute catchment area).

6.5 Impact of Online Services

Increased provision of online services and opportunities provides the potential to reduce emissions by reducing travel as people work, attend meetings or appointments or shop virtually at home or at a local digital hubs, rather than making a journey.

Method: First step is to identify the responsive demand in Cars and LGVs (HGV Trips excluded) for all periods. Respective trip reduction factor is applied to all trip genesis by purpose of the trip. The reduced vehicle km is fed into the carbon tool to get the corresponding emissions (tCO2e).

Assumptions: Reduction in car trips/vehicle kms by purpose: Business: 10%, Commute: 10%, Other (personal business, leisure, shopping): 10%**.** Increase in Business LGV trips/vehicle kms = 5%

Limitations: The analysis applies reductions to a 2019 baseline and therefore does not fully account for the legacy of behavioural changes seen during and post covid. The latest evidence released from ONS[1] shows the scale of vehicle reduction could be significantly higher than the reduction factors listed under assumptions above. The data shows that 28% of people reported both working from home and travelling to work over the period September 2022 to January 2023 (whilst 16% reported working from home only) in comparison to the 2019 survey data[2] which shows 12% of working adults reported working from home at some point in the week before the interview. The scale of reduction could therefore be an underestimate.

However, there is also a risk of re-bound travel as other trips could be made with the time made available, so the reduction could be an overestimation. Also, worth noting that the online services might not be at the

[1] https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/characteristicsofhomeworkersgreatbritain/september2022tojanuary2023

[2] Coronavirus and homeworking in the UK labour market - Office for National Statistics (ons.gov.uk)

same level across all the Local authorities and there is a lack of empirical evidence to demonstrate long and short-term effect.

6.6 Impact of Alternative Fuel

Three EV uptake scenarios are tested

1. Business-as-Usual (TAG) scenario - based on latest version of TAG Databook A.1.3.9 (minimum requirement of EV uptake in QCR guidance).
2. DfT Common Analytical Scenario (CAS) - table VL1 from the vehicle led decarbonisation scenario (minimum requirement of EV uptake in QCR guidance).
3. Localised market forecast - derived from WSP's EV: Ready tool and processed from a range of forecasts (considered Optional by QCR guidance).

Method: The emissions corresponding to the scenarios are obtained from CPCA's carbon tool for all three scenarios.

Assumptions: Only the fleet assumptions change in the scenarios and all other assumptions (e.g., traffic growth, fuel efficiency) remain as per the Business-as-Usual estimate.

Limitations: The TAG and Common Analytical Scenario assumptions are national level. There is no consideration to the scale of infrastructure provision which is required to enable this scale of electric vehicle uptake. No allowance of constraints in electric supply have been made.

6.7 Impact of Achieving BSIP Targets

The Bus Service Improvement Plan (BSIP) has the potential to supplement measures identified in the LTCP to expediate the switch to public transport. Phase 3 will quantify the potential scale of impact of these changes. Our analysis will estimate the scale of reduction in car use could be expected if BSIP reaches its target for bus patronage. The impact of discounting fare prices across CPCA are also tested.

Method:

First step was to identify the rate of increase in bus patronage and then quantifying mode shift from car to bus (increase in bus passenger trips * TAG diversion factor). Next step was to estimate the total vehicle km saved by multiplying vehicle trips and average trip distance. The reduced vehicle km was then fed to the carbon tool to get the emissions in tCO2e.

Evidence Source: TAG Diversion Factor -TAG Table A5.4.6 Bus diversion factors by recipient/source mode; Average distance - DfT National Travel Survey NTS9912; Elasticities – TAG Unit M2.1 Variable Demand Modelling.

Assumptions: Growth in passenger trips is from a 2019 baseline. Tested for BSIP target growth of 15%, 30%, 50% and 100%. Mode shift from car to PT for fare discount (50% and 100% reduction) were tested.

Limitations: Applied elasticity values across the board. This may overestimate the vehicle km reduction for I-E, E-I and through trips to and from CPCA. It may also underestimate the vehicle km reduction for internal trips within CPCA. Emissions return is dependent upon Tag diversion factor and average trip distance.

6.8 Impact of Future Mobility Solutions for Freight

LGV / HGV movements make up 42% of emissions in CPCA. For short distance trips of less than 5 miles, they constitute 1% of vehicle km, but 3% of total emissions. Particularly with the rise of home deliveries, there is a need to provide first and last mile solutions to freight deliveries. This sensitivity test quantifies the potential scale of carbon reduction which can be achieved by reducing the vehicle km assigned to LGV / HGV movements within the urban areas of Cambridge and Peterborough.

Method:

First step is to Identify the responsive demand (trips <5miles) only for LGV/HGV trips within the Cambridge and Peterborough region. The trip reduction factor (20% for business purpose trips) to internal, in-bound and out-bound trips was applied to get the reduced vehicle km. The estimated reduced vehicle km is fed to the carbon tool to get the emissions in tCO2e.

Assumptions: Reduction factor only applied to Cambridge and Peterborough on trips less than 5 miles for LGVs and HGVs (Car trips are excluded). Assumes freight deliveries are shifted to zero emission vehicles or are removed through supply chain efficiencies i.e., consolidation centres and optimised delivery routing.

Limitations: No change in LGV / HGV movements outside of the urban areas. This test provides a top-down estimate of the potential scale of emissions reduction, however, there is limited evidence available to justify reduction factor applied. Analysis does not quantify the scale or intensity of measures which is required to achieve this scale of reduction. Analysis does not take account of rates of conversion of HGVs to ZEVs.

6.9 Impact of Physical Measures - Capacity Constraints

Vehicle capacity constraints are physical constraints deployed to restrict vehicle use in targeted locations to reduce vehicle numbers and emissions. For this study these will be for a cordon-based reduction, based on the city centre.

Method: Based on an input cordon analogous to the area of influence of any capacity constraint measure to be implemented (noting that the cordon would be big enough to contain the diversion route(s) as well), the cordon factor is calculated to derive responsive trips that are a subset of total LA vehicle kms. Reduction factor shall be applied to these responsive trips (decreased by 6%), and the reduced vehicle km is fed to carbon tool to get the emissions in tCO2e. The figure below shows the map showing city centre cordon for Cambridge.

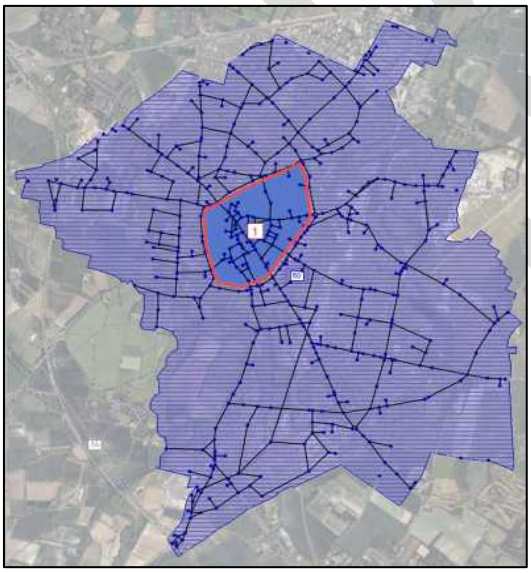


Figure 1: City Centre Cordon of Cambridge

Evidence Source: Literature (disappearing_traffic_cairns.pdf[3]) – Empirical data from multiple studies was collated, with the studies' data for trips before and after the implementation of capacity reduction (natural cause or planned measure) being used to calculate reduction.

[3] Cairns, S., Atkins, S.T., & Goodwin, P.B. (2002). DISAPPEARING TRAFFIC? THE STORY SO FAR.

Assumptions: Applied only to Cambridge & Peterborough. Reduction factor is assumed from the resultant median value in the range of 10-14% reduction in 50% of cases i.e., 5-7% reduction. Accordingly, an average 6% was taken as the reduction factor for this measure.

Limitations: There is lack of empirical evidence to demonstrate long and short-term effect of congestion. No information on sizes of study sites to choose selectively comparable to input cordon, to allow for modification in reduction factor. Scale of vehicle reduction is dependent on size of cordon. The test is high level in nature and does not clarify the exact number or intensity of vehicle constraints which are required in the cordon to achieve the reduction factor.

6.10 Impact of Physical Demand Management – Access Constraints

Physical constraints are now being deployed to restrict vehicle use in targeted locations to reach policy objectives. The study will provide a high-level indication of the potential impact of these demand management measures.

Method: Based on an input cordon analogous to the size of the area within which access would be restrained, the cordon factor is calculated to derive responsive trips that are a subset of total LA vehicle kms. Reduction factor shall be applied to these responsive trips (decreased by 32.7%), while the rest of the LAs trips would be increased by a factor (1.3%) to incorporate the diversion resulting from the access restraint. The total reduced vehicle km is fed to carbon tool to get the emissions in tCO2e. Figure 2 shows the area where access constraint is applied in Cambridge and Peterborough.

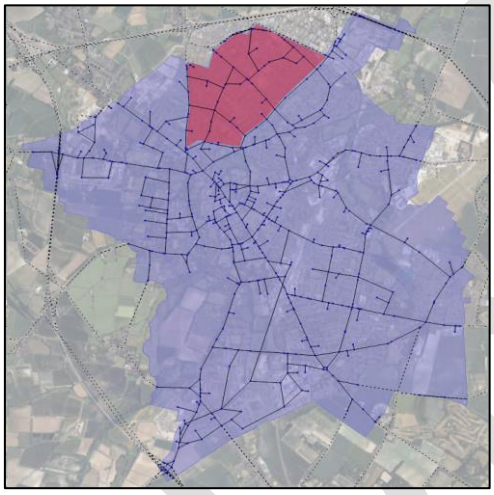


Figure 2:Map showing the Cordon Area where the scenario assumption is made for Cambridge

Evidence Source: Changes in motor traffic inside London's LTNs and on boundary roads[4]. Goodwin et al (2002) Disappearing Traffic? The story so far[5]

Assumptions: Based on Input Cordon, the proportion of Vehicle km for cordon is estimated as proportion of LA Vehicle km. Reduction Factors from empirical studies' data are applied to responsive Vehicle km.

Limitations: There is lack of empirical evidence to demonstrate long and short-term effect of congestion. No information on sizes of study sites to choose selectively comparable to input cordon, to allow for modification in Reduction Factor. Applied only to Cambridge & Peterborough**.** Not linked to specific interventions i.e., the policy does not guarantee what scale of restrictions are required to achieve the carbon reduction quoted.

[4] Changes in motor traffic inside London's LTNs and on boundary roads - Google Docs
[5] [PDF] DISAPPEARING TRAFFIC? THE STORY SO FAR | Semantic Scholar

6.11 Impact of Cordon Based Road User Charge

Cordon based road user charge schemes involve charging drivers a fee for driving within a specified charging zone. For this study, a flat fee has been assigned to any vehicle driving in the designated cordons within Cambridge and Peterborough. Sensitivity tests have then been applied to estimate the impact of a variable charge (peak period travel only).

Method: First step is to identify Monetary cost of travel/hr in forecast year (MCT) (Value of time (VOT) + Vehicle operating Cost (VOC) * Speed). Next step is to calculate total cost of travel/hr in forecast (TCT) by adding the Monetary cost of travel/hr with Cordon Based Charge (Pence/hr). Then the responsive vehicle km (trips entering cordon) are identified. The Elasticity values based on Traffic type and short term/long term effect is selected. The reduction in Vehicle km is computed. The last step is to run the reduced vehicle km through the Carbon Tool to estimate the emissions. Figure 3 show the study area for Cambridge and the map showing the cordon selected within the city centre of Peterborough.

The study area for Cambridge largely reflects the Making Connections scheme. However, the specific exemptions and scheme specifics of the Making Connection scheme are not all captured by this analysis. For example, this method assumes all vehicles are charges, whereas Making Connections includes exemptions for certain road users (taxis, blue badge holders etc).

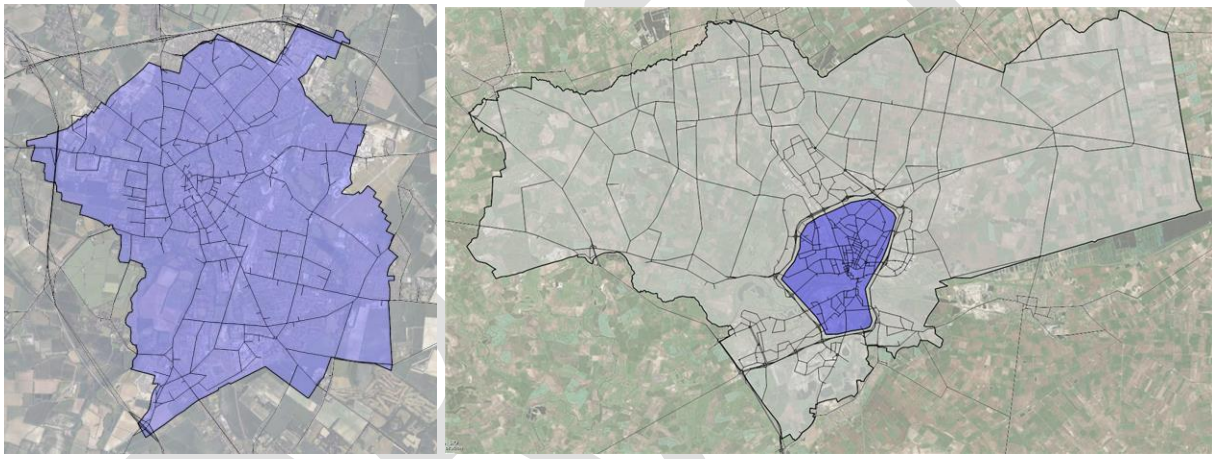


Figure 3: Map showing the study area for Cambridge and Peterborough

Evidence Source: TAG Data Book (VOT/VOC/GDP Deflator), Elasticities from Literature Potential distributional impacts of road pricing[6]:

Assumptions: Applied only to Cambridge & Peterborough for all periods. A flat fee is charged for any vehicle and for all purpose which travels within the cordon. £8 is considered a suitable starting intensity charge fee. Further impact of £10, £15 and £30 per day is also studied. These charges will need to increase in line with value of time increase to maintain the effectiveness i.e., a £10 charge will not have the same impact in 2040 unless it is the same proportional cost.

Limitations: Overestimation of the response for long distance trips is possible as dampening factors reflecting the length of total journey relative to journey within CPCA is not fully captured.

[6] A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and Transition Management - ScienceDirect
https://eeh-prod-media.s3.amazonaws.com/documents/Pathways_to_Decarbonisation_v2.pdf
Road user charging first principles assessment (leeds.ac.uk)

6.12 Impact of Cordon Based Road User Charge (Variable Charge)

Method: Same approach as 6.11 above but the responsive trips applies only to vkm travelled within the peak periods.

Evidence Source: TAG Data Book (VOT/VOC/GDP Deflator), Elasticities from TAG Unit M2.1- using Literature Potential distributional impacts of road pricing:

Assumptions: Same as 6.11 above. But charge only applies to AM and PM peak travel. Modelling does not consider the impact of peak spreading on travel demand.

Limitations: Peak spreading is assumed to not occur wherein some motorists may shift their travel departure times to slightly before or after the peak period in response to time-based charging. For example, drivers could avoid the morning peak periods (considered to be between 8 am– 10 am) so that they can still travel by car but not pay the charge. i.e., start work an hour earlier or finish an hour earlier. Limited case studies are available and there is again a general lack of empirical evidence to demonstrate long and short-term effect.

6.13 Impact of Area Wide Road User Charge

Area wide road user charge schemes involve charging drivers a fee for driving within a specified charging zone. Similar to cordon base charges, fees can be variable. For this study, three tests have been undertaken: 1) a flat fee per km travelled for every vehicle, 2) a variable fee, where per km travelled outside of the urban cordons (Cambridge and Peterborough) there is a 50% higher fee compared to vehicle km within these cordons, and 3) an electric vehicle subsidy, where 50% discount is applied for trips undertaken in an electric vehicle to account for the difference in user emissions per trip.

Method: First step is to identify Monetary cost of travel/hr in forecast year (MCT) (Value of time (VOT) + Vehicle operating Cost (VOC) * Speed). Next step is to calculate total cost of travel/hr in forecast (TCT) by adding the Monetary cost of travel/hr with Cordon Based Charge. The % increase in average travel cost is computed. Following step is to compute the reduction in Vehicle km. The last step is to run the reduced vehicle km through the Carbon Tool to estimate the emissions.

Evidence source: VOT/VOC/GDP Deflator was determined from TAG Data Book (v1.20.1) TAG Table 1.3.5, TAG Table 1.3.6 and TAG Table 1.3.7; Elasticities from TAG Unit M2.1 Variable Demand Modelling[7]

Assumptions: The charge applies at all time periods, for all journey purposes and on all road types (except SRN).

Limitations: Case studies conducted in the UK are not present and there is lack of empirical evidence to demonstrate long and short-term effect. The limited evidence available relates to foreign examples, and often only relates to tolling of HGV movements such as on Germans SRN.

Non-SRN traffic is calculated using the Vehicle km based on road type from the Carbon tool for Inbound, Outbound and Internal trips. For through trips, it is assumed to 10% Car and 5% Heavies for all Local Authorities. Forecasted speeds are used. Charge will need to increase in line with changes in value of time to maintain effectiveness.

6.14 National reform to Road Pricing?

Slide 31 presents the revenue raised by fuel duty in relation to different EV scenarios. The following method has been applied to estimate the change in revenue:

1. Forecast growth in vehicle mileage using NTEM – Yorkshire and Humber.

[7] TAG unit M2-1 variable demand modelling - GOV.UK (www.gov.uk)

2. Apply fuel duty rates to vehicle mileage data to calculate business as usual forecast for revenue gained (using TAG forecast of vehicle mix)
3. Apply accelerated EV forecast scenarios (CAS and EV ready) to estimate revenue loss as a result of higher uptake of electric vehicles.

Given the changes to legislation around vehicle tax duty (EV's no longer exempt from 2025), the impact of increased uptake of electric vehicles on vehicle tax duty is expected to be negligible in comparison to fuel duty.

6.15 Impact of Workplace Parking Levy (WPL)

Workplace parking levy's (WPL) is a charge which applies to businesses who provide a set number of parking spaces within a cordon. The employer has to pay the cost or pass the cost onto the employee. For this study, the cost is to the individual user.

Method: First step is to quantify Responsive trips which is the sum of all commute and business trips with a destination in Cambridge and Peterborough. Second step is to quantify WPL Traffic % by dividing No. of WPL spaces and total responsive trips Vehicle km. % Reduction in responsive trips Vehicle km is found by applying elasticity factor based on recent study findings. Inputting the reduced vehicle km in the carbon tool to get the corresponding emissions.

Evidence Source: WPP Spaces from online (ukbusinessworkbook2022); Reduction rate from Literature - Options for Fiscal Measures, West of England Joint Transport Study, 2017, Tour Proportion from DIADEM Manual, Elasticities from Literature - Hensher and King, 2001, Table 6[8]

Assumptions: WPL is only applicable to commute and business traffic. Each WPL space is assumed to create one single trip in a day (Two-way). Assumes WPL charge is a cost to the individual user. Linear relationship considered to estimate the reduction in commuting trips due to the charge.

Limitations: Limitation of method to calculate number of car park spaces. Not based on criteria of max spaces like Nottingham i.e., 11 spaces.

Lack of information on proportion of commuting trips which are chained with workplace business trips, or the number of business trips which are affected by a WPL. Hence, Car business vehicle km are reduced by the same percentage amount as commuting vkms.

6.16 Impact of Car Parking Strategies

Car park pricing strategies involve increased charges to discourage car-based travel by increasing the overall journey cost and providing a trip end constraint. For this study, only local authority owned car parks have been included, and the charge applies to any vehicle parking regardless of time period or journey purpose.

Method: First step is to quantify the total car park traffic demand which is multiplying No. of car park spaces, trip rate (car park surveys) and average trip length (NTS). Next step is to quantify change in demand by applying elasticity to responsive traffic. The estimated reduced vehicle km is then run through carbon tool to get the emissions.

Evidence Source: Car Park Spaces from Online (https://www.peterborough.gov.uk/residents/parking/car-park-locations; https://maps.cambridgeshire.gov.uk/?tab=maps), Elasticities from Literature (Hensher and King, 2001, Table 6); Arrival/Departure rate – benchmarked from WSP previous studies.

[8] A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and Transition Management - ScienceDirect

Assumptions: Only applies to LA owned car park spaces. The charge applies to any vehicle that parks in the car park, regardless of time period or journey purpose. Average journey distance to be applied in emissions calculations

Limitations: Same arrival/departure rate is considered across the region. Limited to number of car park spaces. Doesn't include other authorities. Doesn't include residential parking zones or private parking spaces.

7 LINKING INTERVENTIONS TO OUTCOMES

7.1 2031 Analysis

To assess to what extent an ambitious LTP could close the emission gap in 2031, interventions have been aggregated into packages and tested against the CPCA Policy Target (15% reduction) and the CCC Sixth Carbon Budget. For both scenarios tests (slide 36 and 37), the most ambitious scenario of electric vehicle uptake (CAS) was taken from the BaU forecast (TAG) to quantify the cumulative gap in emissions for the LTP4 to target.

The intensity of measures has to be increased significantly to achieve a reduction in line with the CCC pathway. This is largely due to the proportion of vehicles on the network which are still ICE (petrol or diesel powered) and the scale of the emissions gap.

7.2 Pathway Analysis up to Carbon Budget 6 (2037) and 2050

To forecast the carbon impact of LTP at a programme level up to 2037, the analysis required assumptions around the implementation date for each intervention (refer to slide 38). Once assumptions around delivery dates had been agreed, the next step involved estimating the annual impact (user emissions saving) of each measure and then multiplying this by the corresponding forecast years.

The same methodology detailed above for slide 38 has been applied to estimate the scale of impact of an ambitious LTP programme up to 2050. Slide 39 shows that an ambitious LTP programme which includes a combination of all measures identified in Phase 3 of this commission is sufficient to comply with the CCC pathway for Net Zero by 2050 (<19.02 MtCO2e Cumulative Emissions). Please refer back to slide 8 and slide 38 for a data on cumulative emissions and carbon budget periods.

7.3 Limitations

- Each intervention impact will be variable depending on intensity, place type, levels of travel demand etc.
- This study reports the sum of individual scheme assessments – it does not account for expected in-combination benefits from delivery of the programme as a whole or with other current or future policies or interventions. It is expected that the benefit would as a result be greater than the reported sum of the parts.
- Cumulative impact analysis does not account for variation in emissions return due to changes in fuel efficiency. The implementation dates of measures identified therefore must match the implementation dates of the benchmark sources to maintain accuracy when converting cumulative impact to annual impact and vice versa. For example, removing 1 tCO2e in 2030 requires a reduction in vehicle km travelled of approximately 4,800, whereas the same reduction (1 tCO2e) in 2040 would require >8,500vkm due to the higher proportion of electric vehicles on the network.
- Analysis did not include a whole-life carbon approach and showed only the potential user emissions savings. Infrastructure carbon has the potential to run counter to these estimates.

- The intervention list assessed is not exclusive. Other influencing factors such as future mobility, technological changes and behavioural changes beyond that tested could all influence the CPCA emissions pathway.
- Geographical challenge (slide 40): data has been extracted from the TDCM model used in Phase 2 / 3 to highlight the scale of emissions challenge across CPCA. For instance, Cambridge only accounts for 5% of CPCA total emissions in 2031.

7.4 Infrastructure carbon (slide 50)

To capture the impact of resurfacing the existing highway a high-level indicative estimate of emissions was calculated using a simple methodology based on area-based benchmarks for highway maintenance (i.e., 1m^2 of resurfacing = 0.004 tCO_2e).

The data used included DfT road length statistics and DMRB D2M road type lane widths. The minimum single lane width was used (3.65m) and multiplied based on the number of lanes per road type i.e.,

- A Roads (single carriageway) = 7.3m
- Principal A Roads (dual carriageway) = 14.6m
- Trunk A Road (dual carriageway) = 14.6m
- All Minor Roads = 3.65m

An illustrative depiction of the method is presented below:

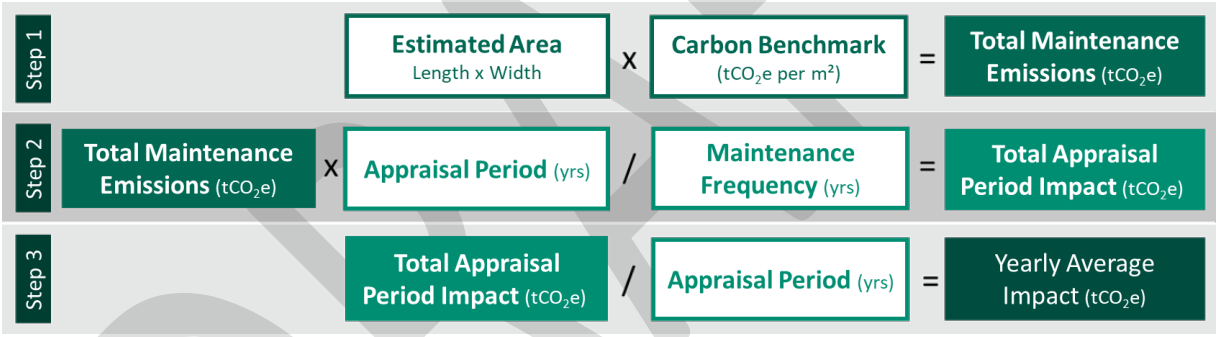


Figure 4: Method for calculating carbon impact of existing highway maintenance

It is emphasised that this is a very crude, high-level method that should be used only to infer an indication of the potential scale of annual emissions associated with highway maintenance. Key limitations are:

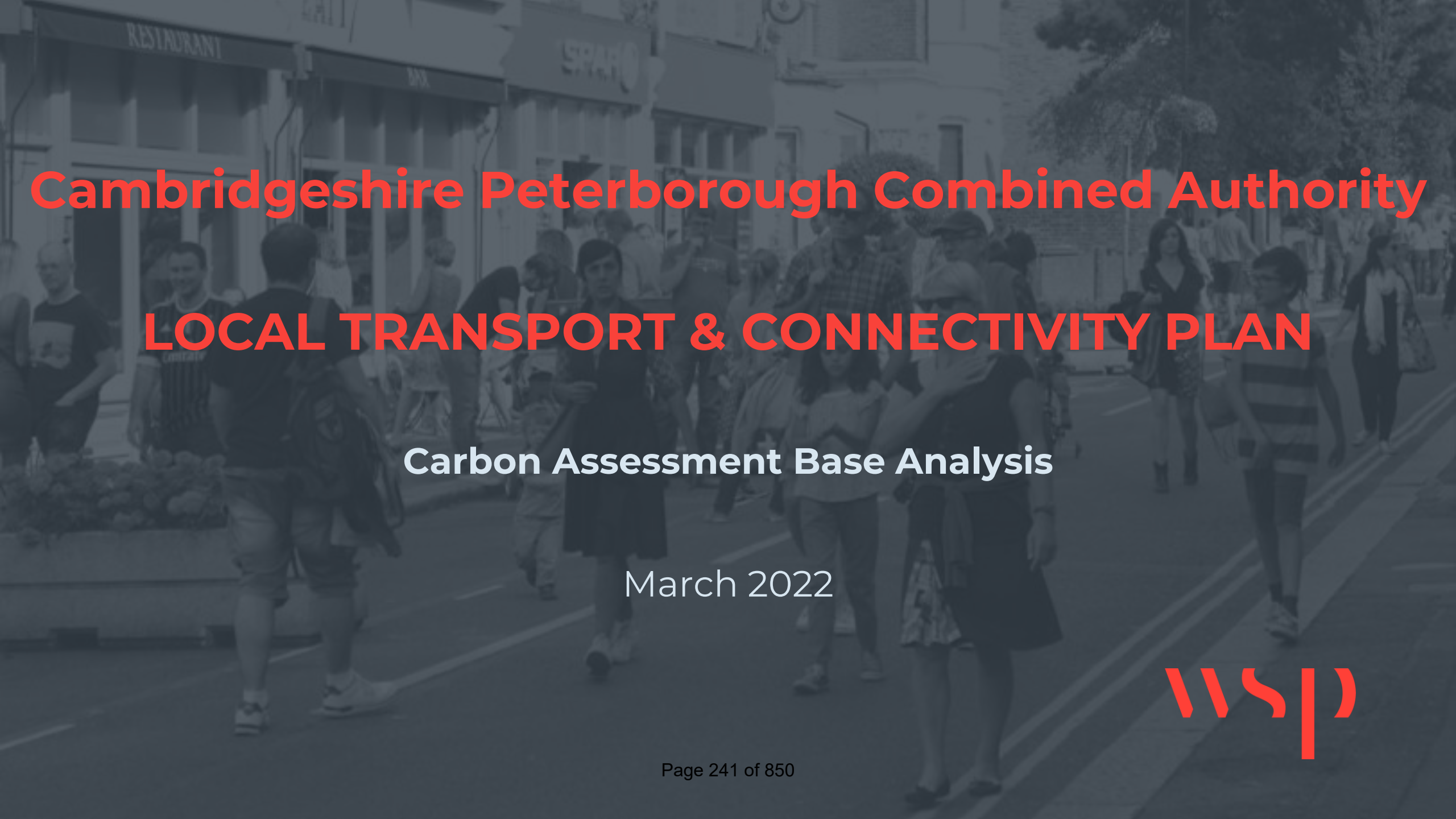
- Only captures resurfacing of carriageway asset
- Very crude benchmark used for resurfacing that doesn't reflect different types of surface treatment
- Associated activities (e.g., fuel use for plant) isn't included in the 1m^2 figure
- Does not consider road classification and use to determine 'Maintenance Frequency'
- Does not consider routine and reactive maintenance activities such as Inspections and defect repairs

8 QCR GAP ANALYSIS

The commission has provided CPCA a detailed evidence base to support their decarbonisation strategy development; however, it does not provide the full range of insights and conclusions that are needed to fulfil the requirements of the QCR guidance. A summary of the key recommended next steps to support LTP4 in fulfilling the requirement of the QCR guidance are presented on slide 53 of the presentation.

At the time of writing, the QCR guidance has not yet been finalised for its issue for public consultation. The guidance and its requirements may also change following public consultation. The requirements are therefore based on WSP's best understanding of the expected requirements of the guidance at this time.

DRAFT



Cambridgeshire Peterborough Combined Authority

LOCAL TRANSPORT & CONNECTIVITY PLAN

Carbon Assessment Base Analysis

March 2022

> Phase 1 - Scope & Purpose

> National Policy Context

> Phase 1 - Findings

> Phase 2 - Scope & Purpose

Phase 1 - Carbon Assessment Base Analysis

> WSP commissioned to produce initial high-level carbon assessment to support LTCP engagement.

> The scope of that work was:

- Indicative analysis of current baseline emissions across the region
- BAU forecasts (based on national assumptions from central government)
- Test impact of 15% traffic reduction target recommended by the CPCA Climate Change Commission (2019 baseline)
- High-level review of trip distances to assess level of opportunity to shift modes
- Outcome: Indicative analysis to inform future investigation

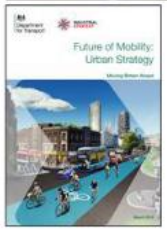
1

The national policy context

The national policy context

Figure 1: The Three Phases of the UK's Transport Decarbonisation Policy

The climate emergency will shape policy across the UK.



Britain is on the verge of a transport revolution.
Jessie Norman, MP

Phase 1: Declarations

- **March 2019** – DfT publishes the Future of Mobility and launches four Future Mobility Zones
- **May 2019** – UK Government becomes the first nation in the world to declare a climate emergency
- Oxford Dictionary choses climate emergency as the word of the year
- 2019 sees over 400 declared climate emergencies across the UK Local Government sector with Net Zero targets ranging between 2030 and 2050

Phase 2: Reflection

- **Initial period of reflection – so you declared a Climate Emergency: What Next?**
- July 2020 – DfT publishes Gear Change to promote walking & cycling
- December 2020 – Government publishes the Construction Playbook
- March 2021 – Mission Zero for Transport published by Transport Scotland committing to reducing emissions by 75% by 2030 and net zero by 2045
- June 2021 – Welsh Government announcement freeze on new roads projects
- July 2021 – Transport for the North targets "near-zero" surface transport carbon by 2045
- July 2021 – National Highways publishes its roadmap to Net Zero by 2050
- July 2021 – DfT publish the TDP publication confirming ban of petrol / diesel cars & vans by 2030, HGVs by 2040 and a Net Zero rail network by 2050 and linking future local transport funding to the production of an LTP with quantifiable carbon reductions
- COP26 is hosted in Scotland in Nov 2021 and declaration to transition to 100% zero emission cars and vans by 2040
- DfT published Carbon Management Guidance for Tier 1 and 2 Transport schemes in **November 2021**

I believe that the struggle for decarbonised transport, clean development and clean air is as important as the struggle for clean water was in the 19th century.
Grant Shapps MP

We need to shift away from spending money on projects that encourage more people to drive.
Lee Waters, Deputy Minister for Climate Change

> Together, we will work towards all sales of new cars and vans being zero emission globally by 2040, and by no later than 2035 in leading markets.

Around 60% of Local Transport Authorities haven't updated their LTPs for over a decade and a lot of policy context has changed.
Department for Transport

national highways

2019 — 2020 — 2021 — 2022 — 2023

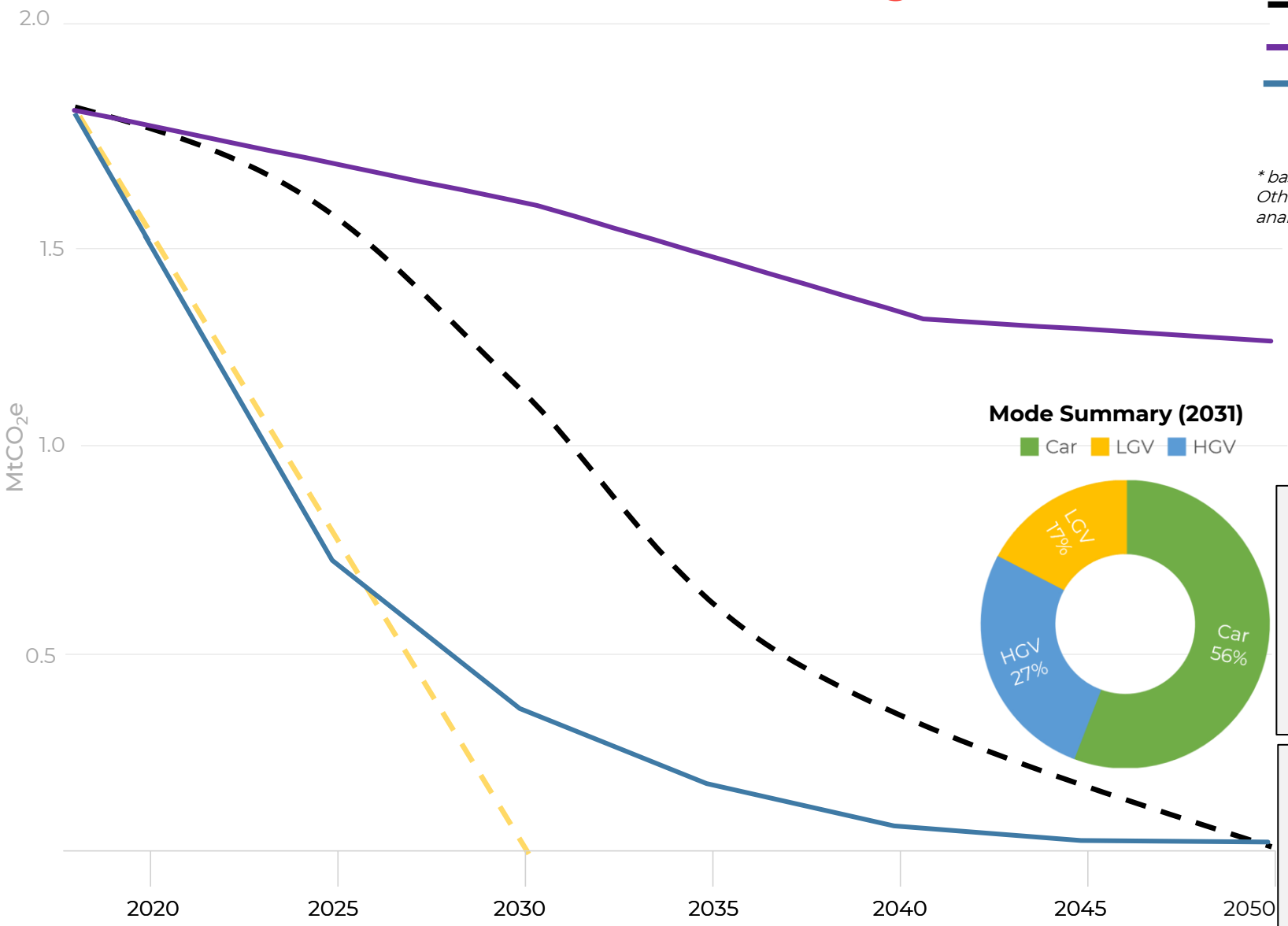
Phase 3: Action

- Much anticipated **Levelling Up White Paper** published in February 2022 reaffirms Governments commitment to linking future local transport funding to the production of an LTP with quantifiable carbon reductions
- DfT announce the publication of **Local Transport Guidance and supporting guidance on Quantifying Carbon Reduction**. Consultation scheduled for Summer and publication in late 2022. LTAs required to produce an LTP this parliamentary term
- DfT publish **Electric Vehicle guidance** during 2022 requiring LTA's to have a strategy in place this parliamentary term
- DfT are due to launch their **Future of Transport: Rural Strategy** during 2022 following consultation in late 2021
- National Highways to integrate net zero into their statutory consultee response to planning applications in 2022
- The Transport Select Committee report on National Road Pricing on 4th Feb 2022**: DfT & HMT must jointly establish an arm's-length body tasked with recommending an alternative road charging mechanism to replace fuel duty and vehicle excise duty by the end of 2022**
- NIC's **National Infrastructure Assessment** to be published in 2023 and set out infrastructure needs and recommendations for the next 10-30 years including reaching net zero

2

What does a 15% reduction achieve, compared to national legal targets?

CPCA Business as Usual vs other goals



Shortest Local Net Zero Trajectory

National Decarbonisation Trajectory

Do Nothing (Business as Usual)*

CA Carbon budget Trajectory (Tyndall)

** based on modelled forecasts available 17/02/2022. Other scenarios illustrative only prior to further analysis.*

Mode Summary (2031)

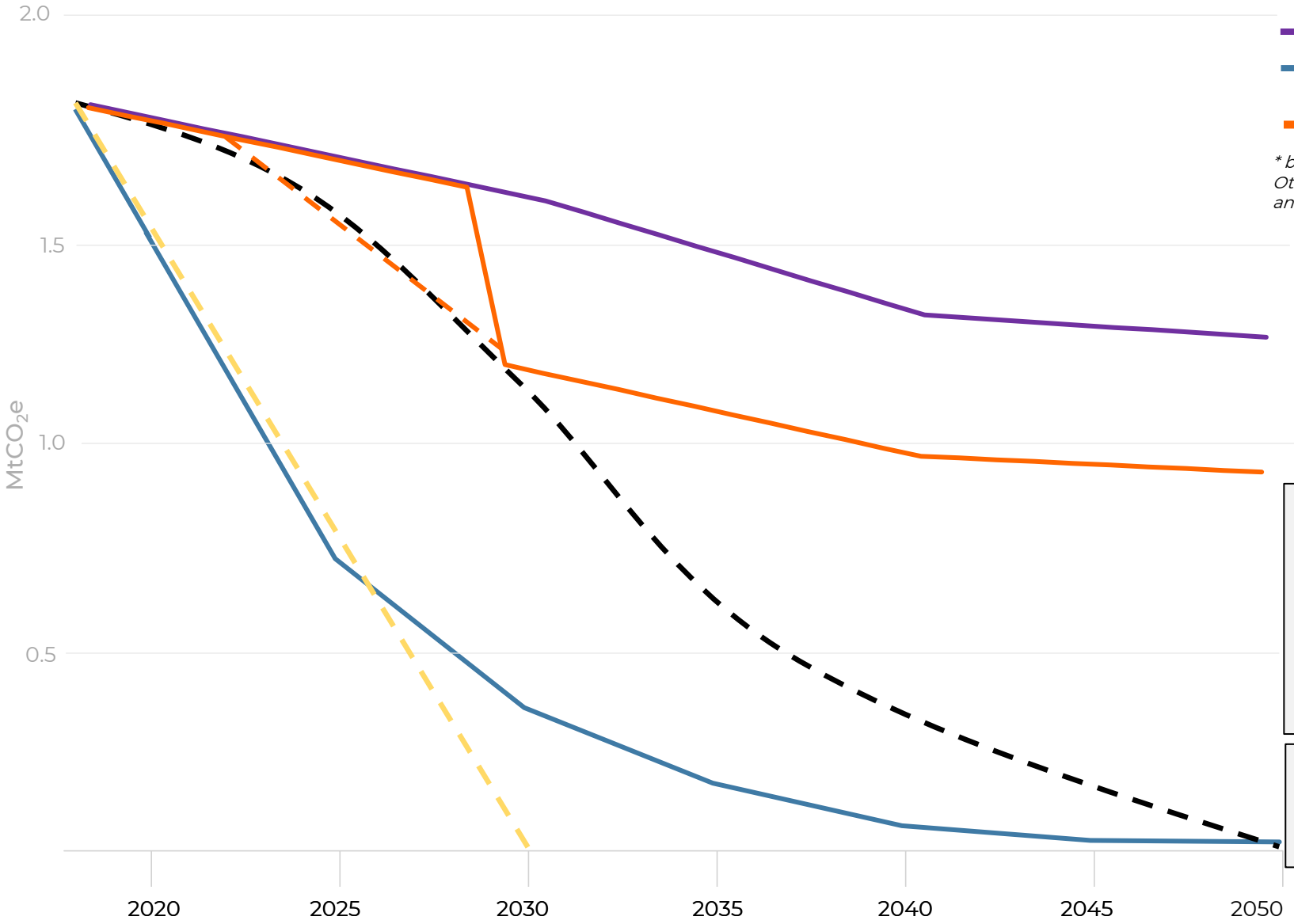
Business as Usual

- Background growth in car use
- Slow electrification of the fleet (only 44% of fleet electric by 2050) (TAG databook)
- Carbon reductions mainly achieved through EV uptake and ICE efficiency improvements

National Policy

- Net Zero Carbon by 2050
- 78% reduction Carbon by 2035
- Ban on sale of new petrol and diesel cars in 2030 and hybrids 2035

15% reduction on 2019 baseline in 2030



Shortest Local Net Zero Trajectory

National Decarbonisation Trajectory

Do Nothing (Business as Usual)*

CA Carbon budget Trajectory (Tyndall)

15% (Central Scenario)

** based on modelled forecasts available 17/02/2022. Other scenarios illustrative only prior to further analysis.*

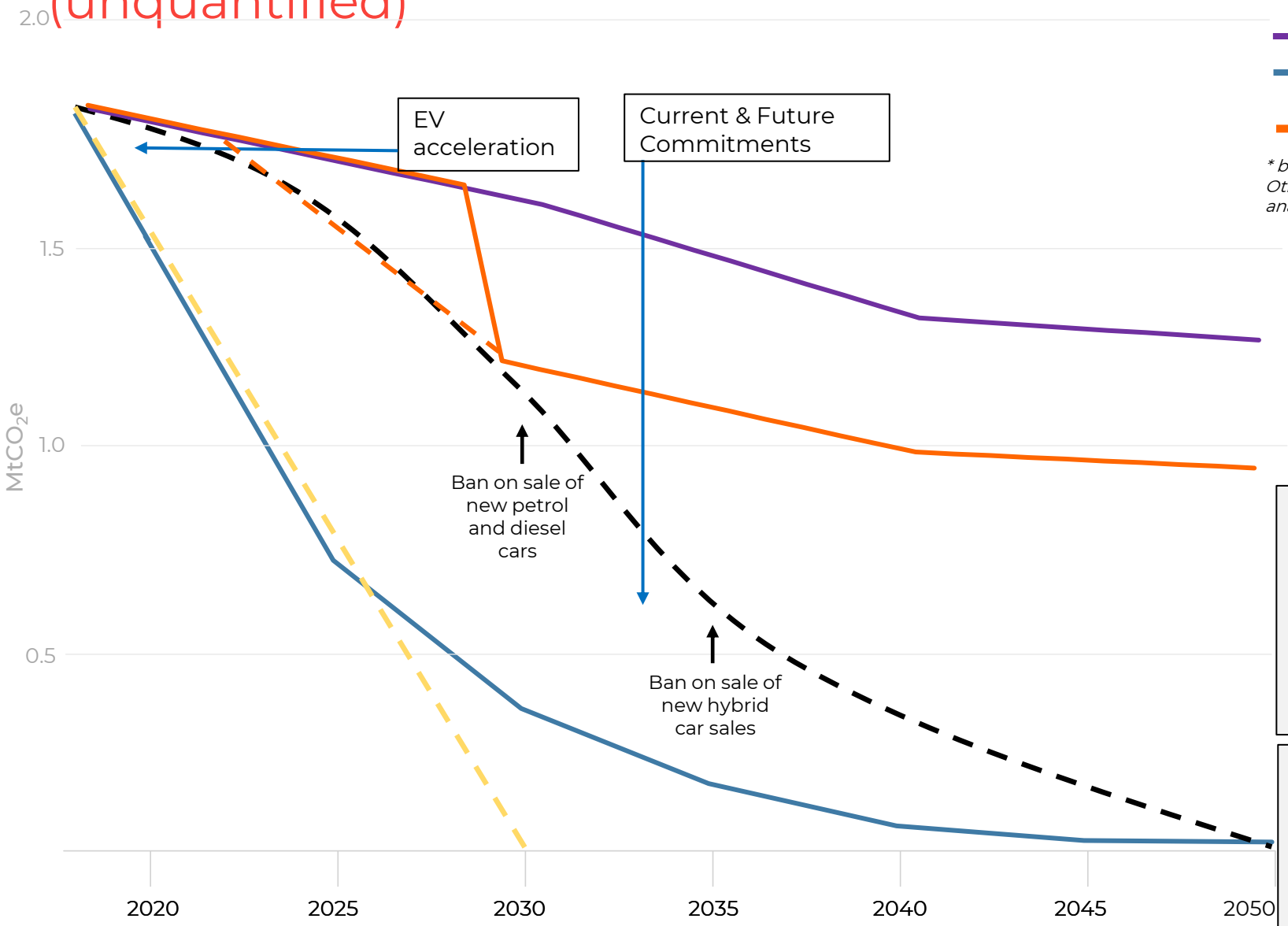
Business as Usual

- Background growth in car use
- Slow electrification of the fleet (only 44% of fleet electric by 2050) (TAG databook)
- Carbon reductions mainly achieved through EV uptake and ICE efficiency improvements

National Policy

- Net Zero Carbon by 2050
- 78% reduction Carbon by 2035

Opportunities to align trajectories (unquantified)



Shortest Local Net Zero Trajectory

National Decarbonisation Trajectory

Do Nothing (Business as Usual)*

CA Carbon budget Trajectory (Tyndall)

15% (Central Scenario)

** based on modelled forecasts available 17/02/2022. Other scenarios illustrative only prior to further analysis.*

Business as Usual

- Background growth in car use
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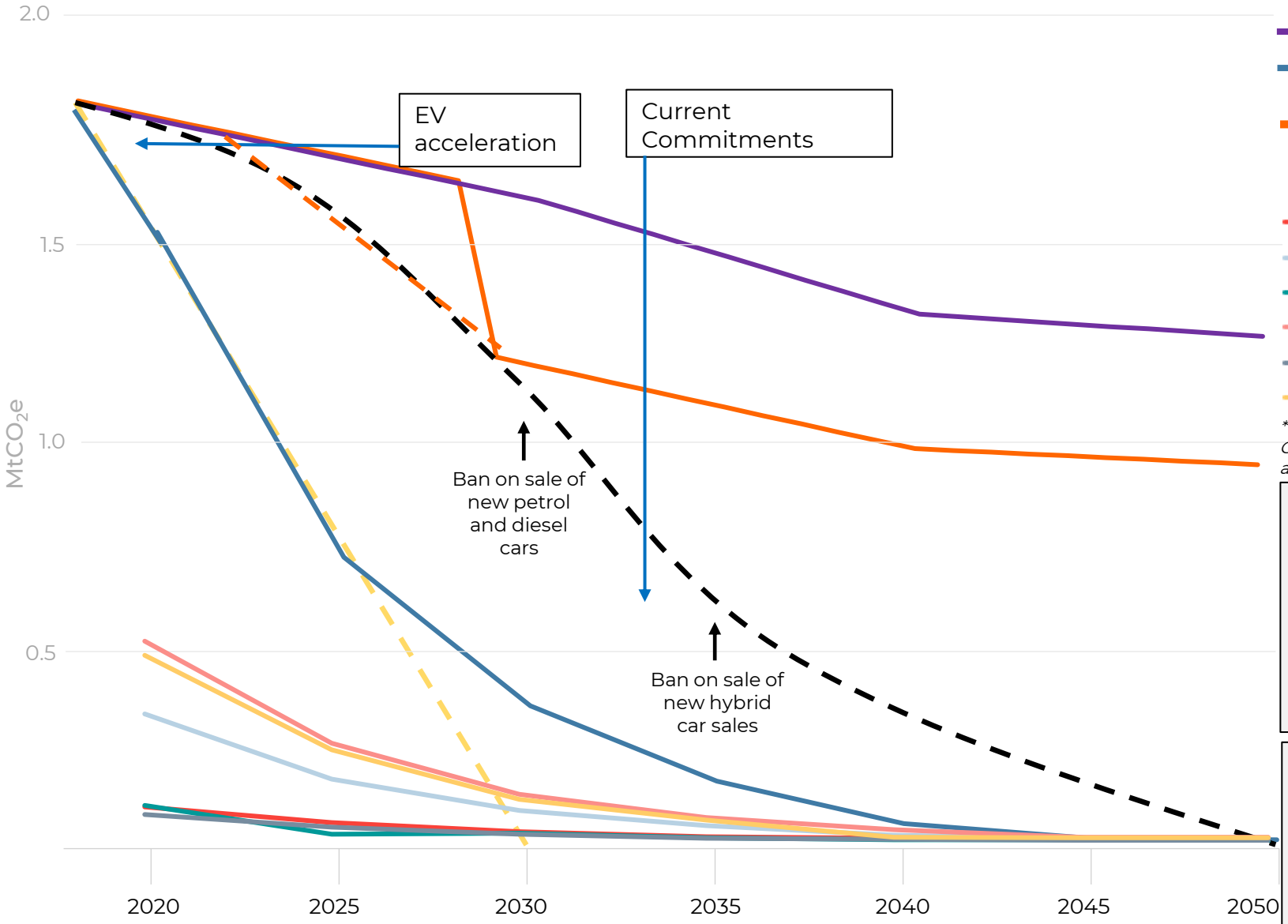
- Net Zero Carbon by 2050
- 78% reduction Carbon by 2035
- Ban on sale of new petrol and diesel cars in 2030 and hybrids 2035

Local variety in science-based targets



Shortest Local Net Zero Trajectory

National Decarbonisation Trajectory

Do Nothing (Business as Usual)*

CA Carbon budget Trajectory (Tyndall)

15% (Central Scenario)

LA Carbon Budget Trajectories:

- Cambridge
- Peterbrough
- East Cambridgshire
- South Cambridgeshire
- Fenland
- Huntingdonshire

** based on modelled forecasts available 17/02/2022. Other scenarios illustrative only prior to further analysis.*

Business as Usual

- Background growth in car use
- Slow electrification of the fleet (only 44% of fleet electric by 2050) (TAG databook)
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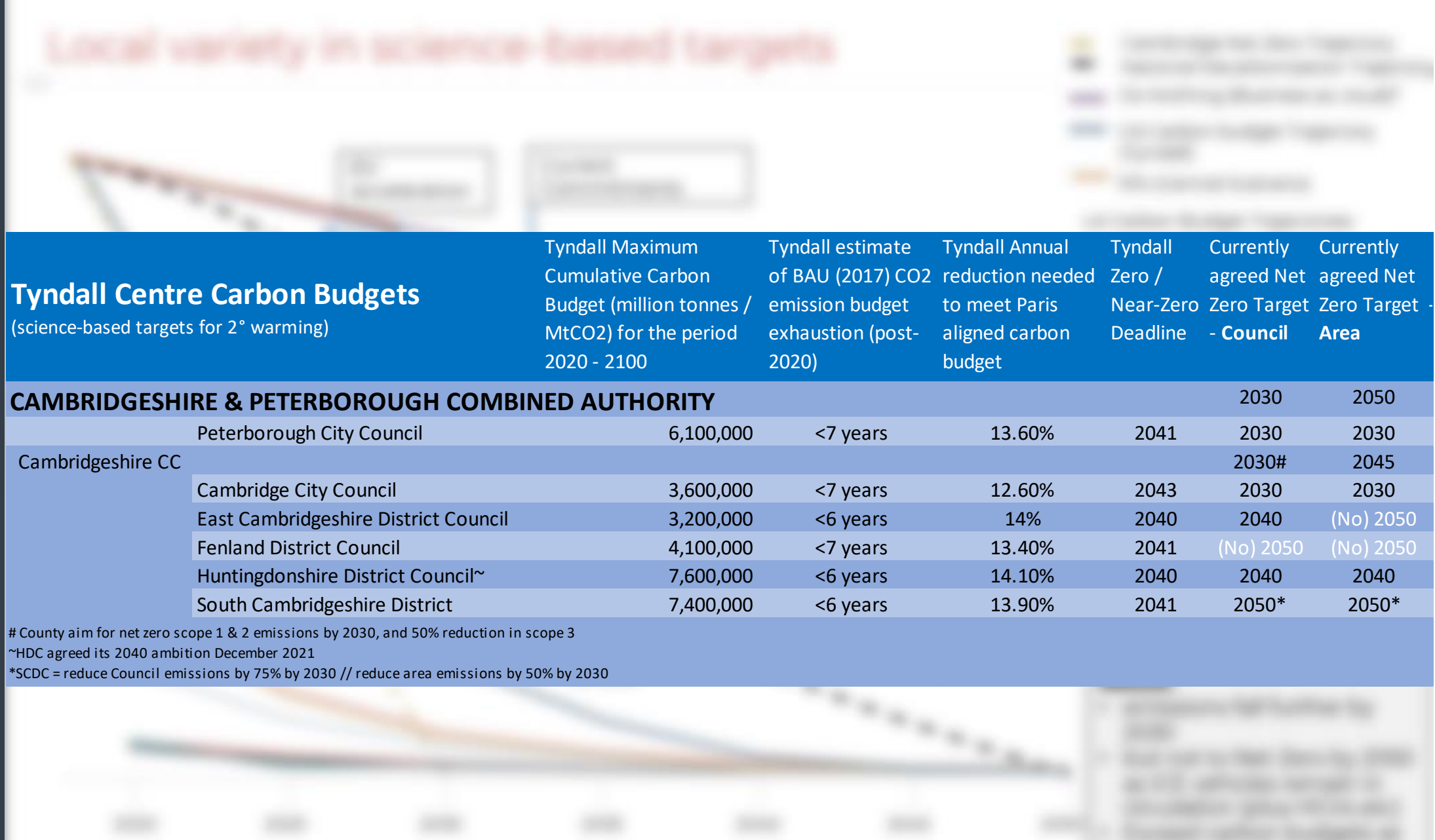


Tyndall Centre Carbon Budgets (science-based targets for 2° warming)		Tyndall Maximum Cumulative Carbon Budget (million tonnes / MtCO2) for the period 2020 - 2100	Tyndall estimate of BAU (2017) CO2 emission budget exhaustion (post-2020)	Tyndall Annual reduction needed to meet Paris aligned carbon budget	Tyndall Zero / Near-Zero Deadline	Currently agreed Net Zero Target - **Council**	Currently agreed Net Zero Target - **Area**
CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY						2030	2050
	Peterborough City Council	6,100,000	<7 years	13.60%	2041	2030	2030
Cambridgeshire CC						2030#	2045
	Cambridge City Council	3,600,000	<7 years	12.60%	2043	2030	2030
	East Cambridgeshire District Council	3,200,000	<6 years	14%	2040	2040	(No) 2050
	Fenland District Council	4,100,000	<7 years	13.40%	2041	(No) 2050	(No) 2050
	Huntingdonshire District Council~	7,600,000	<6 years	14.10%	2040	2040	2040
	South Cambridgeshire District	7,400,000	<6 years	13.90%	2041	2050*	2050*

County aim for net zero scope 1 & 2 emissions by 2030, and 50% reduction in scope 3
~HDC agreed its 2040 ambition December 2021
*SCDC = reduce Council emissions by 75% by 2030 // reduce area emissions by 50% by 2030

3

Uncertainties & Further work

‘Business as Usual – 15%’ vkms does not align with national legal & policy, or science-based reduction pathways, with a significant gap demonstrated

The size of the gap is has not yet been fully refined to the local context

Local transport funding will be conditional on demonstrating emission reductions aligned with national policy

Similar to many authorities across the country, two broad avenues for action are emerging:

Organisational Reflection & Reorientation

OUTCOME:

- Consensus on strategic goals
- Increased agility to respond to funding opportunities
- Staff upskilled to become carbon literate
- Carbon at the heart of processes & governance
- A strong & proportionate strategic case for change
- Stakeholder support & advocacy

Knowledge & Evidence Base Development

OUTCOME:

- Emissions gap quantified
- Current commitments tested
- Detailed analysis of local impact of national trends
- Define & quantify the proportionate, necessary scale of action
- Evidence-base for long-term investment and programme
- Robust, compliant plans

4

Phase 2 Proposal

Phase 2 Carbon Assessment Proposal

1. More detailed study will provide better-informed understanding of the carbon value the proposed 15% reduction target may provide

2. Refining the local evidence base will continue to inform further development of the Local Transport and Connectivity Plan and associated public consultation.

3. To increase the likelihood of long-term investment by central government, further work will be designed to meet emerging requirements of DfT's Transport Decarbonisation Plan associated with Carbon reduction.

Phase 2 Carbon Assessment Proposal

> Phase 2 aims to reduce some of the inherent uncertainties in Phase 1 analysis and increase local relevance. The Phase 2 approach at this stage comprises two workstreams, running in parallel:

> **Workstream A**
  - **Carbon Appraisal** of current programme & committed schemes

> **Workstream B**
  - Refining model-based **Local Evidence**

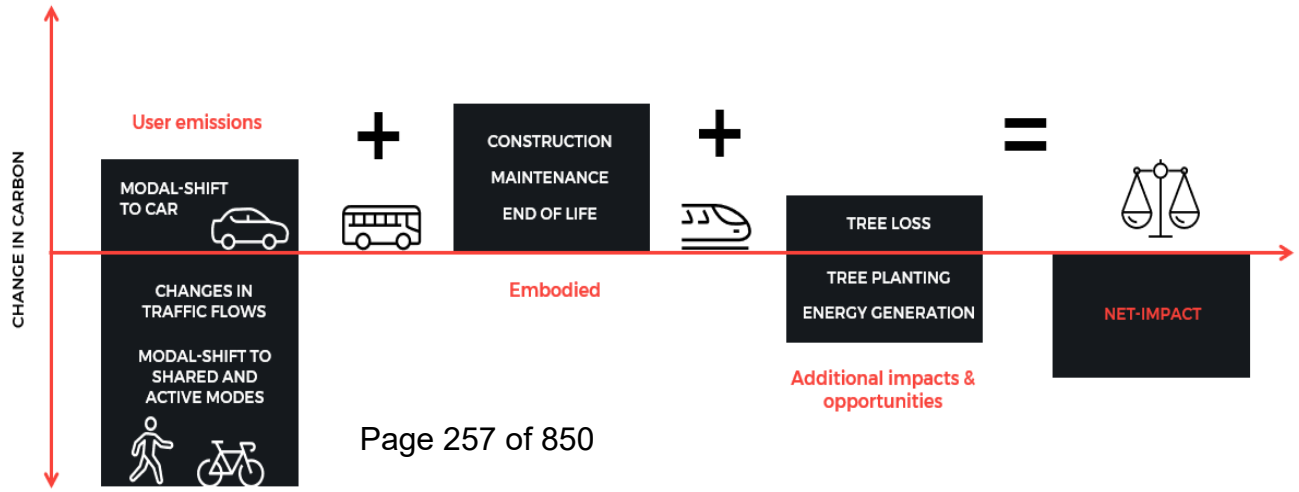
> These two workstreams will provide greater clarity around the likely carbon impact of the existing programme and what scale of action is necessary to better-align local forecasts with delivery of a net zero transport system by 2050.

Phase 2 Carbon Assessment

Workstream A - Carbon Appraisal

- Produces a quantified assessment of current transport commitments and their projected impact on reducing carbon emissions.
- Enhances understanding of the relationship between User Emissions, Embodied Emissions and Additional Impacts informing best value carbon approaches within the current portfolio.
- Indicates the type and scale of transport interventions needed to mitigate carbon impacts from development.

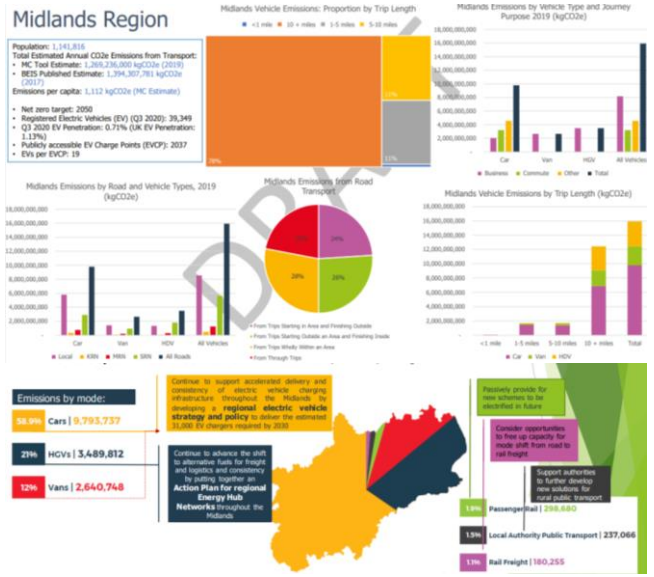
These findings can be layered into the Baseline Emissions Model, to more completely understand the net impact on CPCA's business-as-usual decarbonisation pathway, prior to the addition of any further policy interventions developed via the LTCP.



Workstream B - Refining Local Evidence

- Increases understanding of current trip patterns contributing to greatest carbon emissions, including how they are projected to change over time.
- Determines significance of carbon emissions outside CPCA control (e.g. trips on the strategic road network or influenced by externalities).

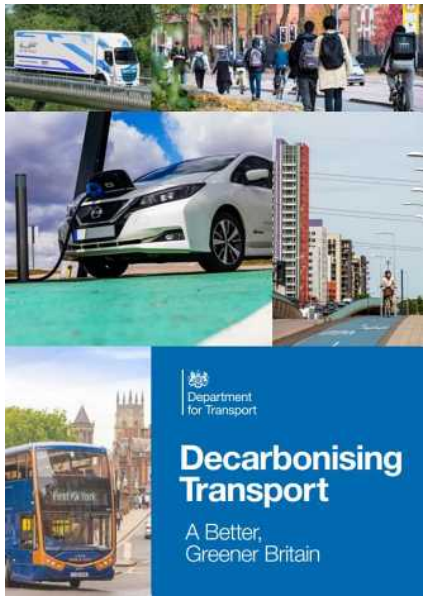
This will increase stakeholder and public support through demonstration of a robust evidence base upon which decisions can be made.



Dashboard analytics produced from similar baseline emissions modelling undertaken for Midlands Connect

Summary

- Future local transport funding will become conditional on local areas demonstrating how emissions will be reduced through Local Transport Plans.
- Initial analysis indicates that future CPCA transport emissions do not align with national legal targets, policy goals or science-based reduction pathways, with a significant gap demonstrated.
- There is some uncertainty around the size of the gap, necessitating further study in Phase 2.
- Phase 2 will provide more detailed **local** analysis, will refine the scale of the challenge and provide politicians and policy makers a robust, evidence-based position from which they can make informed decisions on what actions to take.
- Phase 2 will reflect that “one size doesn’t fit all” in terms of policy and transport infrastructure interventions and help inform what will work where and why.
- In terms of Behavioural change policy and interventions, Phase 2 would be better informed by public feedback from the consultation to gauge appetite and propensity for change.



CPCA Local Transport & Connectivity Plan

Decarbonisation Workshop

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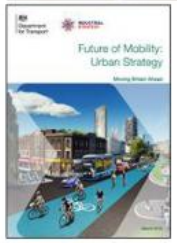
The national context & timeline

Figure 1: The Three Phases of the UK's Transport Decarbonisation Policy

The climate emergency will shape policy across the UK.



Britain is on the verge of a transport revolution.

Jessie Norman, MP

Phase 1: Declarations

- **March 2019** – DfT publishes the Future of Mobility and launches four Future Mobility Zones
- **May 2019** – UK Government becomes the first nation in the world to declare a climate emergency
- Oxford Dictionary choses climate emergency as the word of the year
- 2019 sees over 400 declared climate emergencies across the UK Local Government sector with Net Zero targets ranging between 2030 and 2050

Phase 2: Reflection

- **Initial period of reflection – so you declared a Climate Emergency: What Next?**
- July 2020 – DfT publishes Gear Change to promote walking & cycling
- December 2020 – Government publishes the Construction Playbook
- March 2021 – Mission Zero for Transport published by Transport Scotland committing to reducing emissions by 75% by 2030 and net zero by 2045
- June 2021 – Welsh Government announcement freeze on new roads projects
- July 2021 – Transport for the North targets "near-zero" surface transport carbon by 2045
- July 2021 – National Highways publishes its roadmap to Net Zero by 2050
- July 2021 – DfT publish the TDP publication confirming ban of petrol / diesel cars & vans by 2030, HGVs by 2040 and a Net Zero rail network by 2050 and linking future local transport funding to the production of an LTP with quantifiable carbon reductions
- COP26 is hosted in Scotland in Nov 2021 and declaration to transition to 100% zero emission cars and vans by 2040
- DfT published Carbon Management Guidance for Tier 1 and 2 Transport schemes in **November 2021**

I believe that the struggle for decarbonised transport, clean development and clean air is as important as the struggle for clean water was in the 19th century.

Grant Shapps MP

We need to shift away from spending money on projects that encourage more people to drive.

Lee Waters, Deputy Minister for Climate Change

"Together, we will work towards all sales of new cars and vans being zero emission globally by 2040, and by no later than [illegible]."

Around 60% of Local Transport Authorities haven't updated their LTPs for over a decade and a lot of policy context has changed.

Department for Transport

national highways

2019 — 2020 — 2021 — 2022 — 2023

Phase 3: Action

- Much anticipated **Levelling Up White Paper** published in February 2022 reaffirms Governments commitment to linking future local transport funding to the production of an LTP with quantifiable carbon reductions
- DfT announce the publication of **Local Transport Guidance and supporting guidance on Quantifying Carbon Reduction**. Consultation scheduled for Summer and publication in late 2022. LTAs required to produce an LTP this parliamentary term
- DfT publish **Electric Vehicle guidance** during 2022 requiring LTA's to have a strategy in place this parliamentary term
- DfT are due to launch their **Future of Transport: Rural Strategy** during 2022 following consultation in late 2021
- National Highways to integrate net zero into their statutory consultee response to planning applications in 2022
- The Transport Select Committee report on National Road Pricing on 4th Feb 2022: **DfT & HMT must jointly establish an arm's-length body tasked with recommending an alternative road charging mechanism to replace fuel duty and vehicle excise duty by the end of 2022**
- NIC's **National Infrastructure Assessment** to be published in 2023 and set out infrastructure needs and recommendations for the next 10-30 years including reaching net zero

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Two relevant transport carbon targets

15% reduction in vehicle kilometres

- As recommended by the **Cambridgeshire & Peterborough Independent Commission on Climate** and approved by the **Combined Authority Board** in June 2021

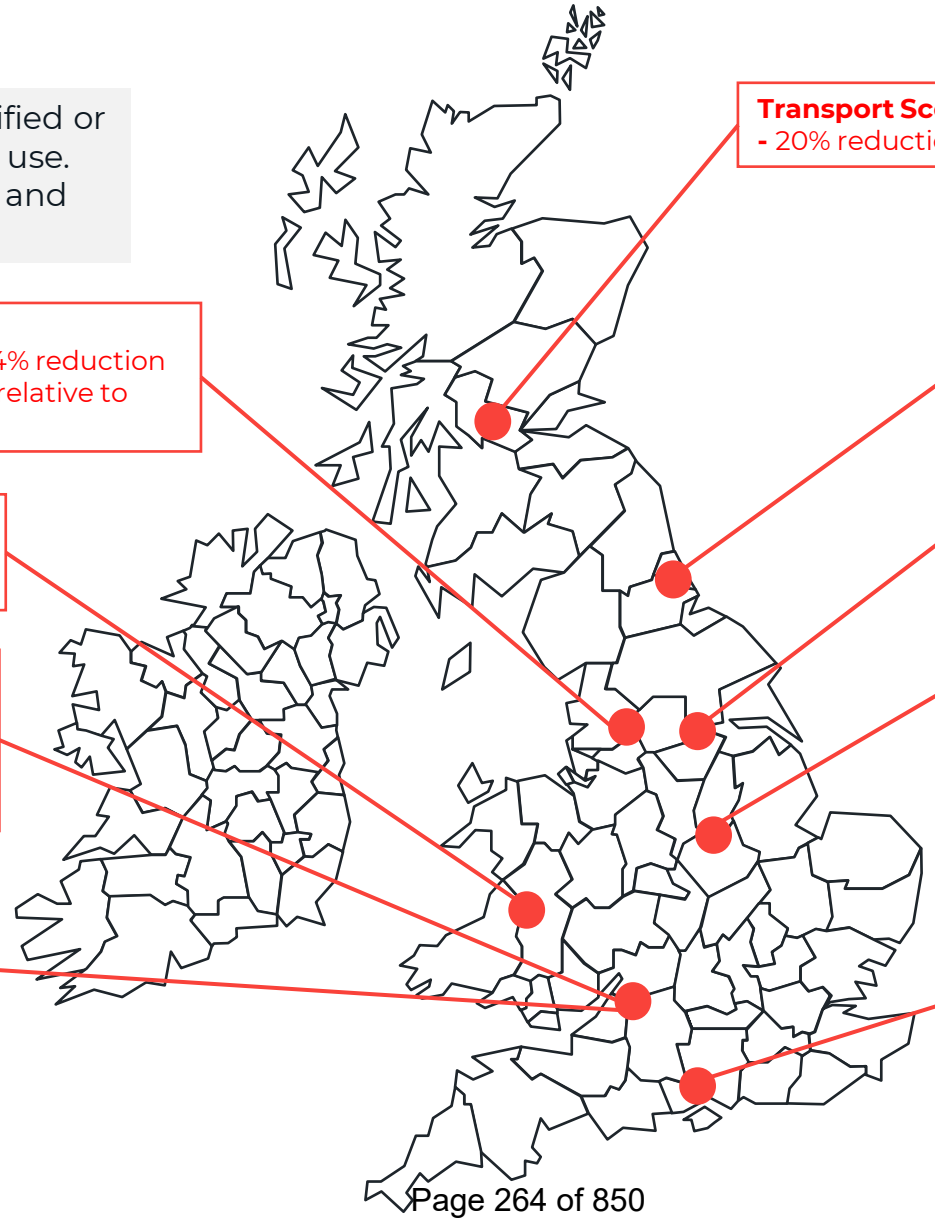
Identifying level of ambition to align with national carbon budgets & legal targets

- As determined by **government** & their statutory advisor on climate change, the **Climate Change Committee (CCC)**

TRANSPORT OUTCOMES NEEDED

What are others doing?

A number of other authorities have identified or committed to the need to reduce vehicle use. Some have evidence bases to inform this and how it will be achieved.



Transport Scotland
- 20% reduction in car kms by 2030

Newcastle City Council
- Transport is 29% of city emissions
- Sets out a 28-step plan for transport

WYCA
Private car use must decline by 21-38%

Midlands Connect Decarb Study
- A 'size of the challenge' piece demonstrating that 309 MtCO2e needs saving from current transport baseline, pledging to develop further evidence around potential solutions

Hampshire
- Aspiring to reach a 10% reduction in car vkms

TfN
- Suggest between a 3-14% reduction in car distance travelled relative to baseline growth

TfW
- reduce the number of car miles travelled per person by 10% by 2030

WECA *(with WSP)*
- Decarbonisation study has identified ambitious reductions in car use are needed to achieve decarbonisation commitments

Bristol
- 'Bristol net zero by 2030:The evidence base' report identified a nearly 50% reduction in car miles is needed to achieve for Net Zero by 2030

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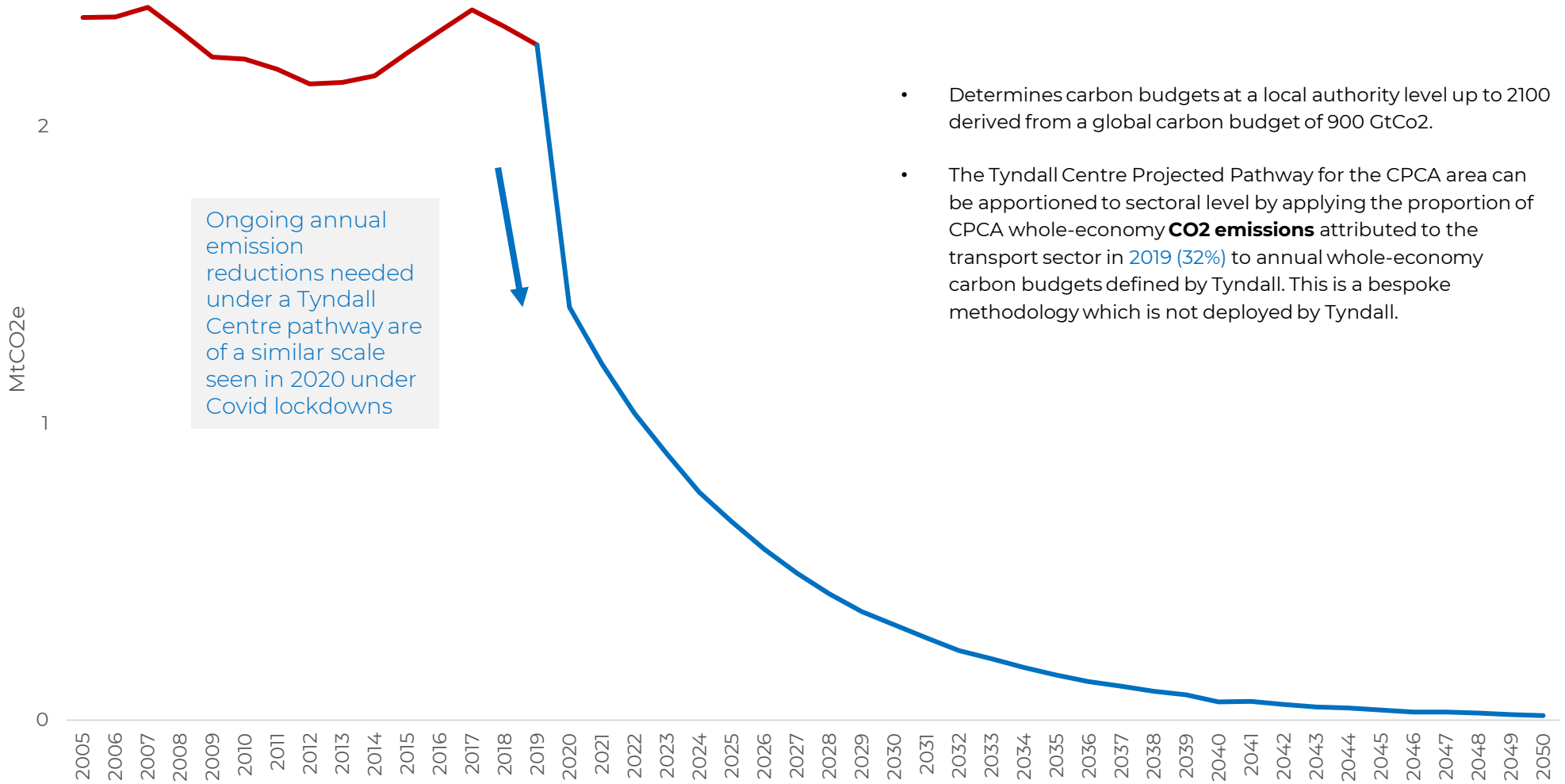
CPCA TRANSPORT DECARBONISATION PATHWAYS

What pace of transport decarbonisation is needed according to the Tyndall Centre?



- Determines carbon budgets at a local authority level up to 2100 derived from a global carbon budget of 900 GtCo2.
- The Tyndall Centre Projected Pathway for the CPCA area can be apportioned to sectoral level by applying the proportion of CPCA whole-economy **CO2 emissions** attributed to the transport sector in 2019 (32%) to annual whole-economy carbon budgets defined by Tyndall. This is a bespoke methodology which is not deployed by Tyndall.

BaU Forecast (EV+15% reduction in VKT)

BaU Forecast (EV)

BaU Forecast (CAS)

BEIS BaU Forecast (TAG)

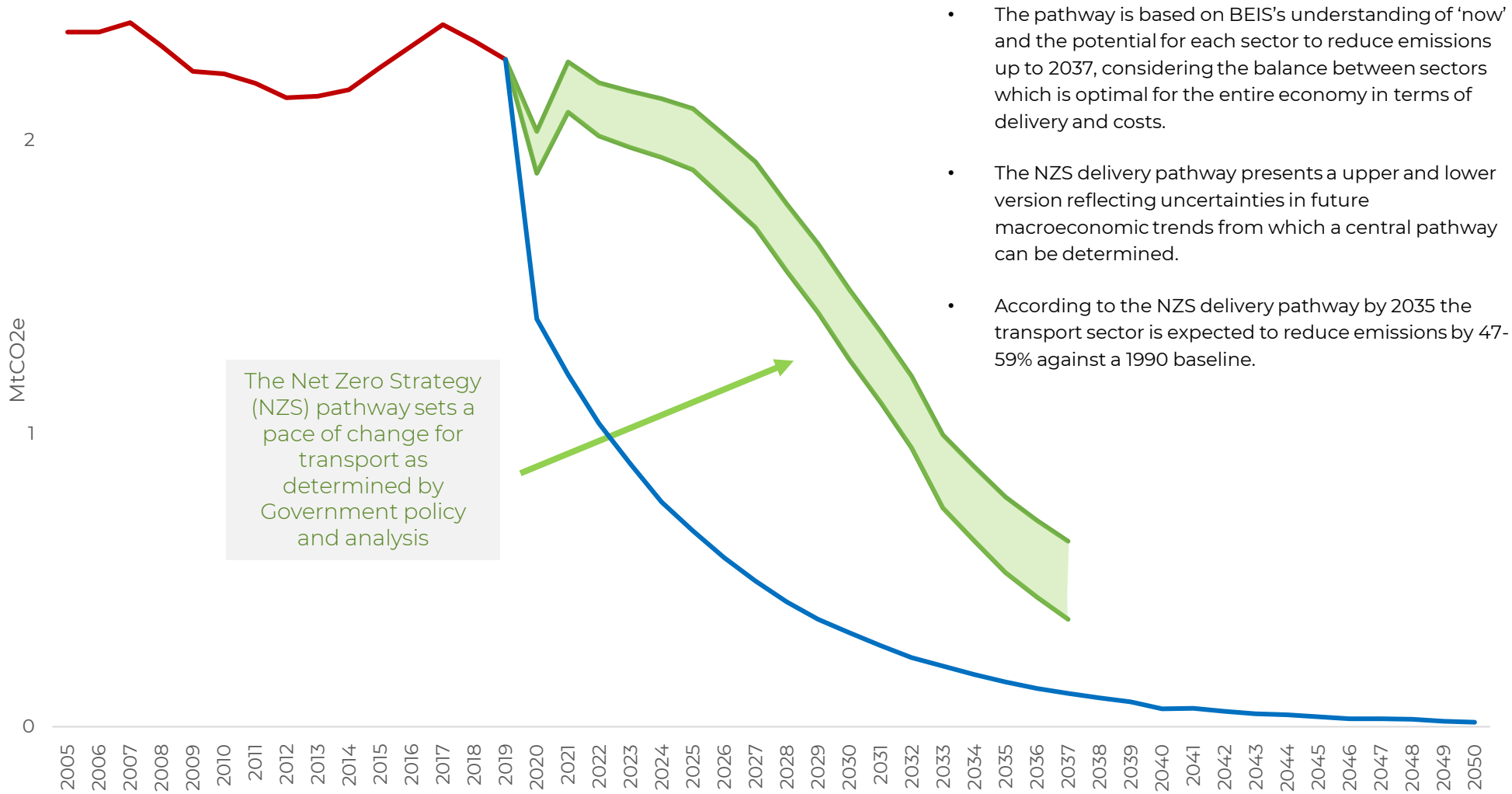
Sixth carbon Budget Balanced Net Zero Pathway

Net Zero Strategy Delivery Pathway

Tyndall Centre Transport Projected pathway

CPCA TRANSPORT DECARBONISATION PATHWAYS

What pace of transport decarbonisation is needed according to the UK Government?



- The pathway is based on BEIS's understanding of 'now' and the potential for each sector to reduce emissions up to 2037, considering the balance between sectors which is optimal for the entire economy in terms of delivery and costs.
- The NZS delivery pathway presents a upper and lower version reflecting uncertainties in future macroeconomic trends from which a central pathway can be determined.
- According to the NZS delivery pathway by 2035 the transport sector is expected to reduce emissions by 47-59% against a 1990 baseline.

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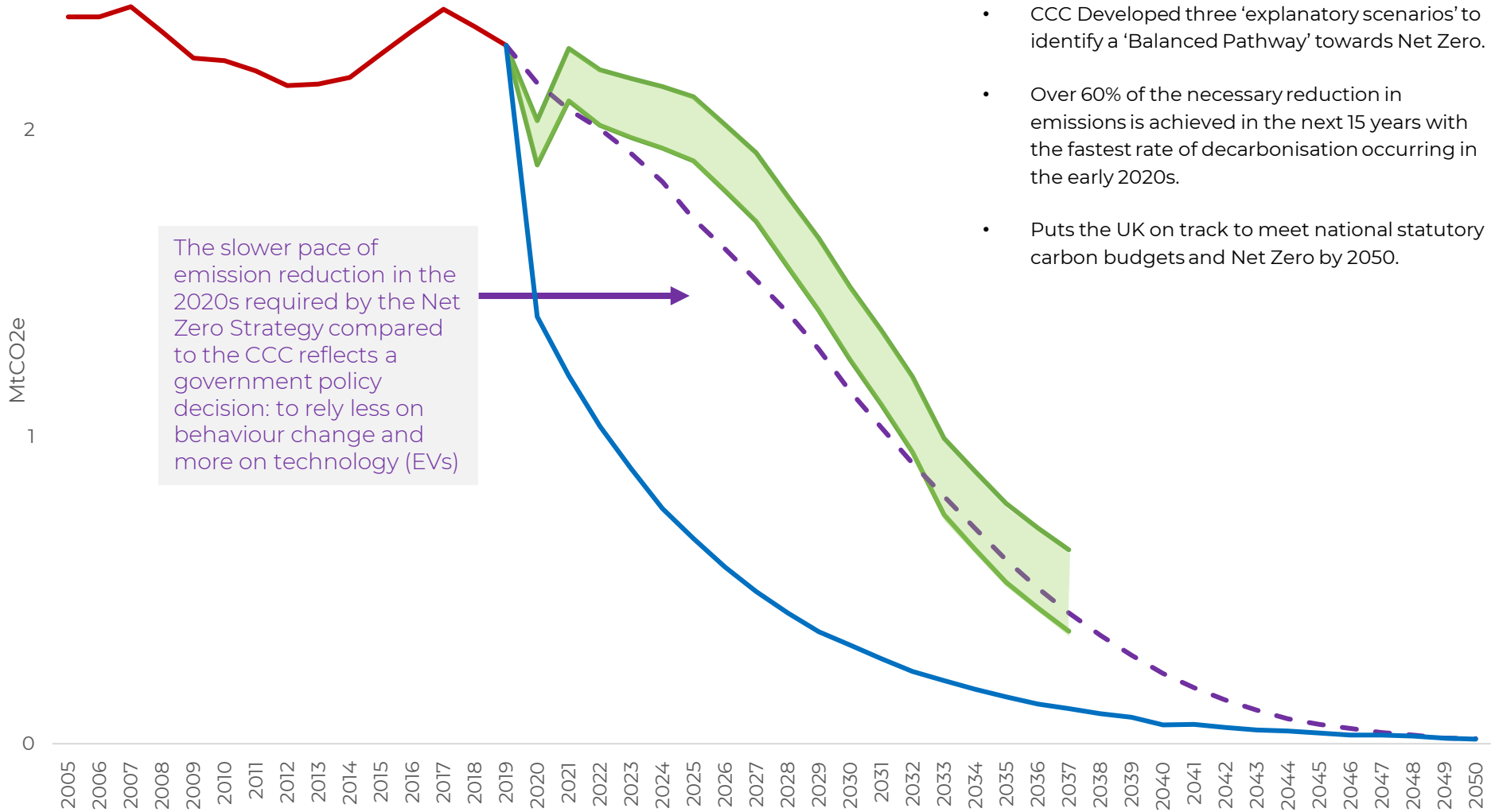

The slower pace of emission reduction in the 2020s required by the Net Zero Strategy compared to the CCC reflects a government policy decision: to rely less on behaviour change and more on technology (EVs)

- CCC Developed three 'explanatory scenarios' to identify a 'Balanced Pathway' towards Net Zero.
- Over 60% of the necessary reduction in emissions is achieved in the next 15 years with the fastest rate of decarbonisation occurring in the early 2020s.
- Puts the UK on track to meet national statutory carbon budgets and Net Zero by 2050.

BaU Forecast (EV+15% reduction in VKT)

BaU Forecast (EV)

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BEIS BaU Forecast (TAG)

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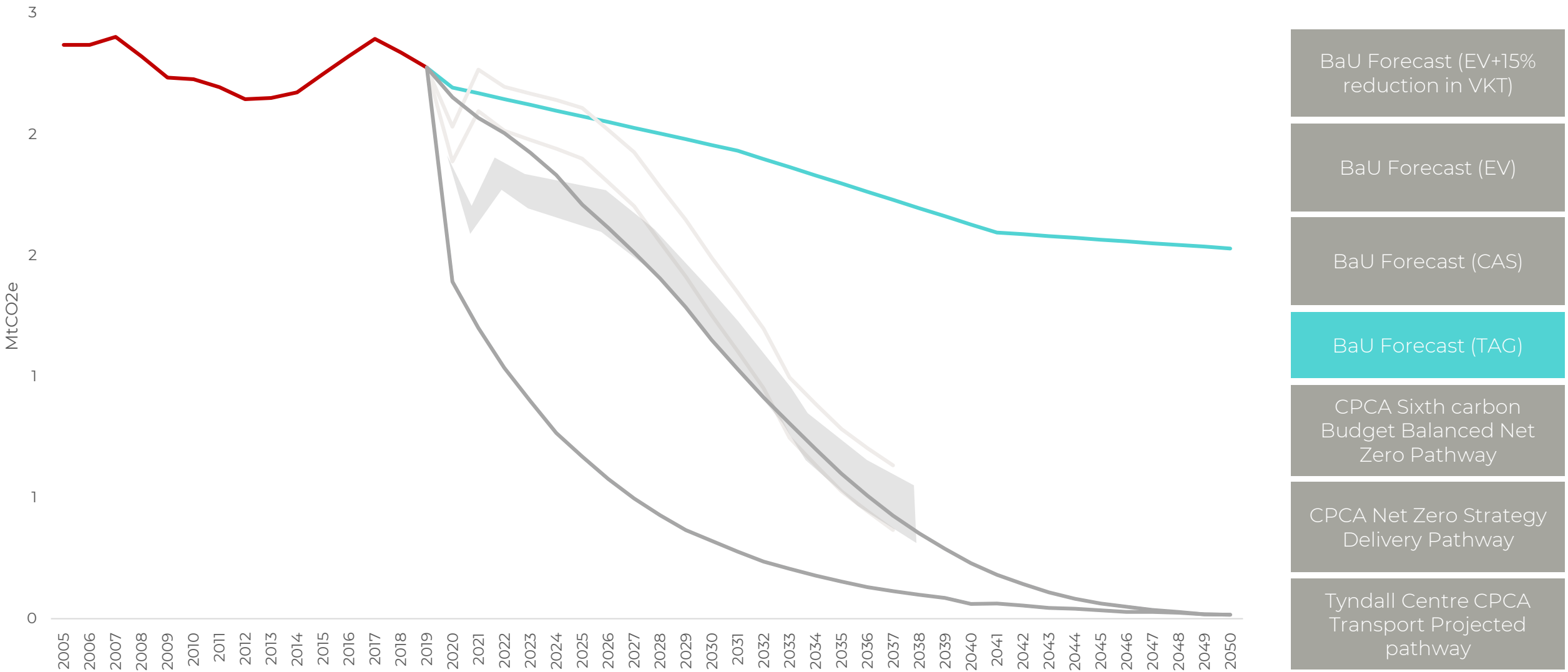
IDENTIFYING THE IMPLEMENTATION GAP



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BaU Forecast (TAG)

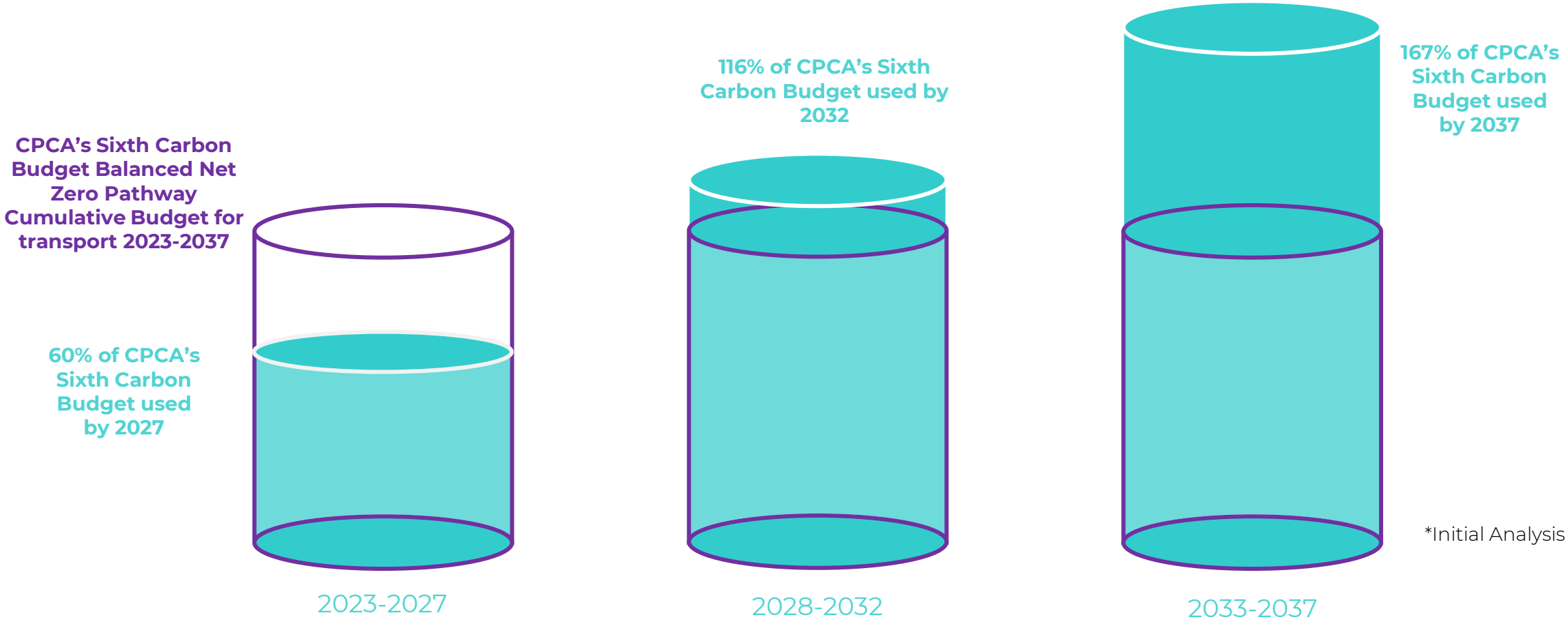
CPCA Sixth carbon Budget Balanced Net Zero Pathway

CPCA Net Zero Strategy Delivery Pathway

Tyndall Centre CPCA Transport Projected pathway

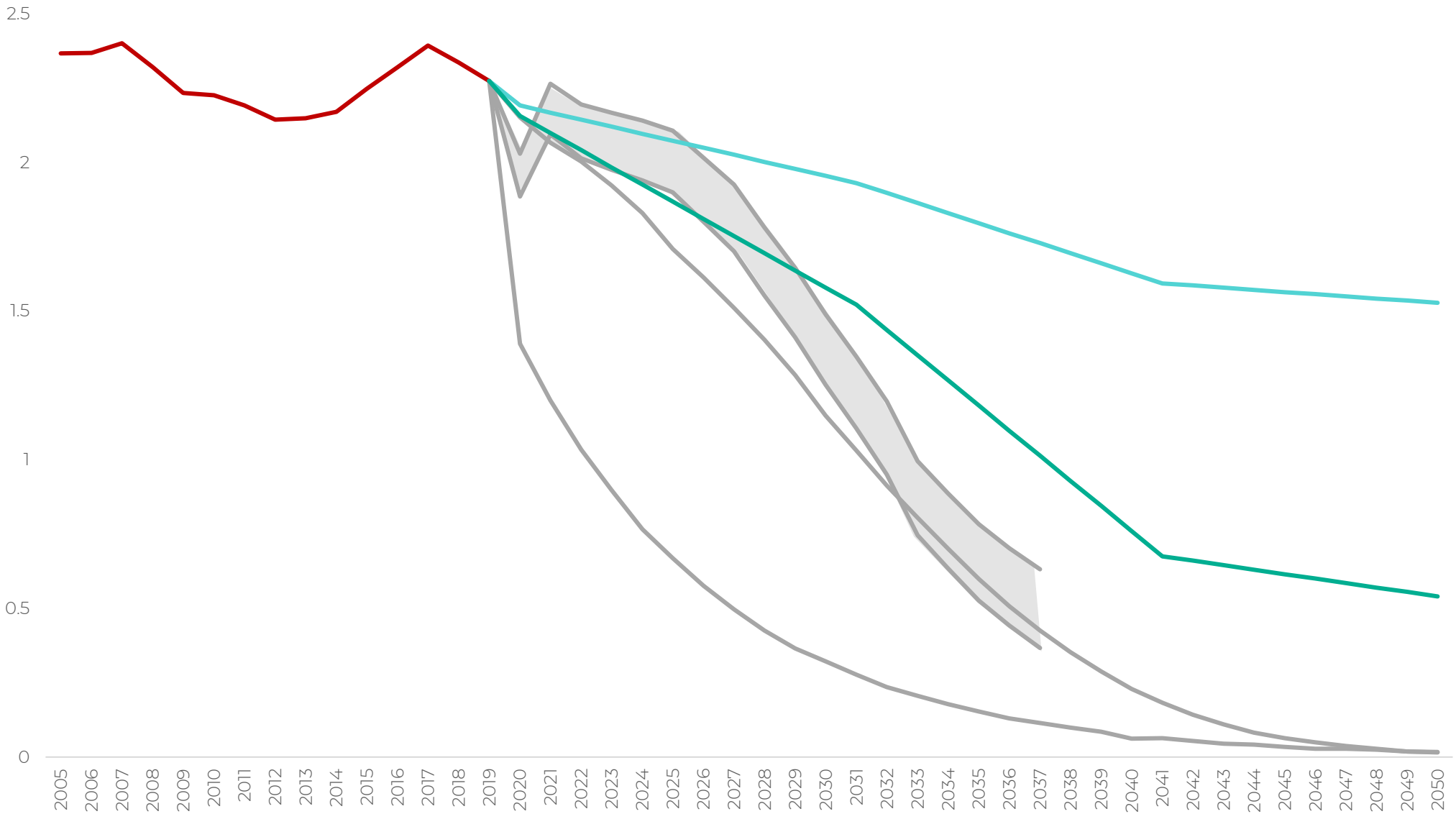
SIZE OF THE CHALLENGE

The Business as Usual (BEIS Aligned) emission forecast would exceed transport carbon budgets derived from the CCC's Sixth Carbon Budget Balanced Net Zero Pathway by 2032



*Initial Analysis

IDENTIFYING THE IMPLEMENTATION GAP



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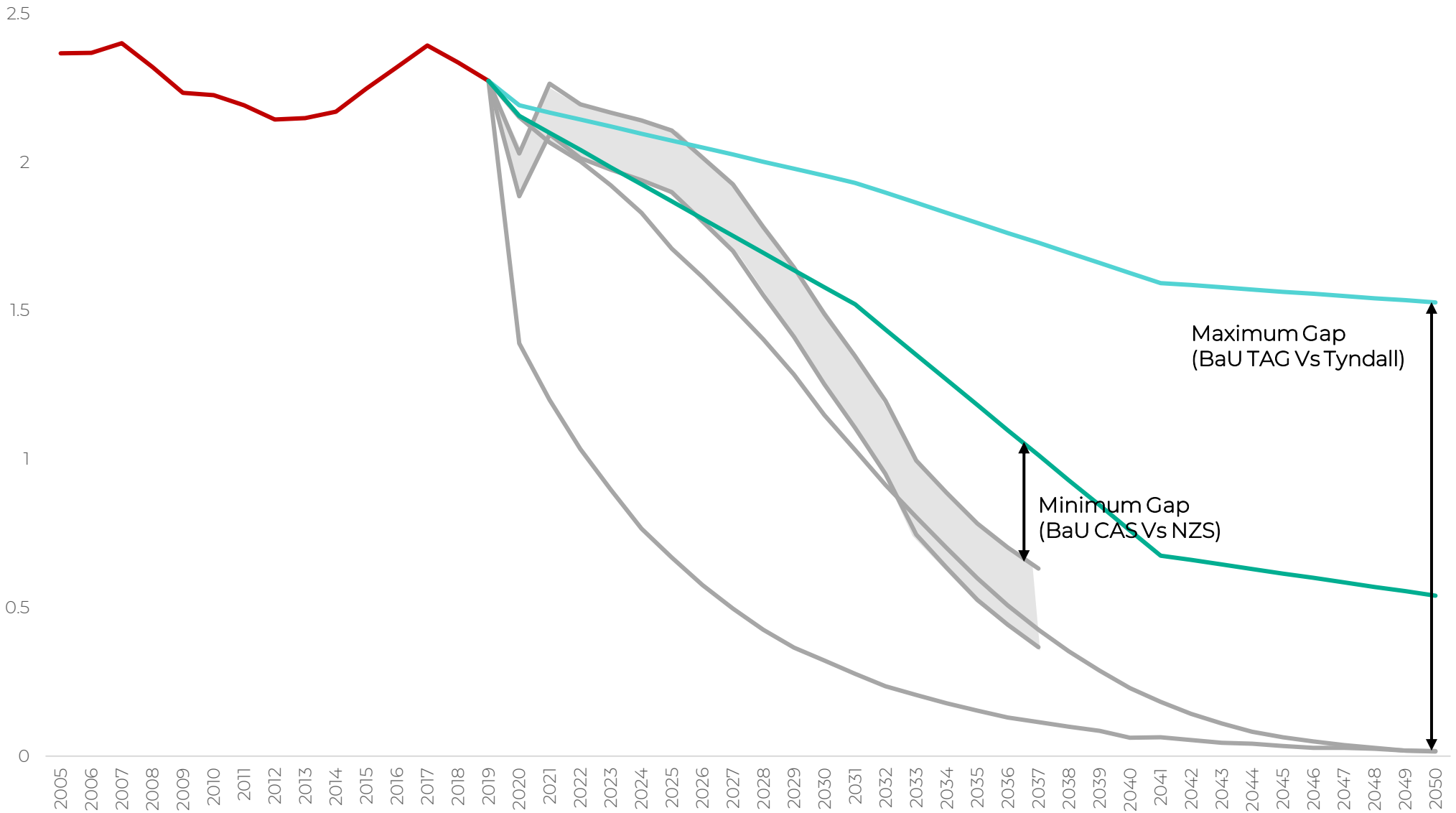

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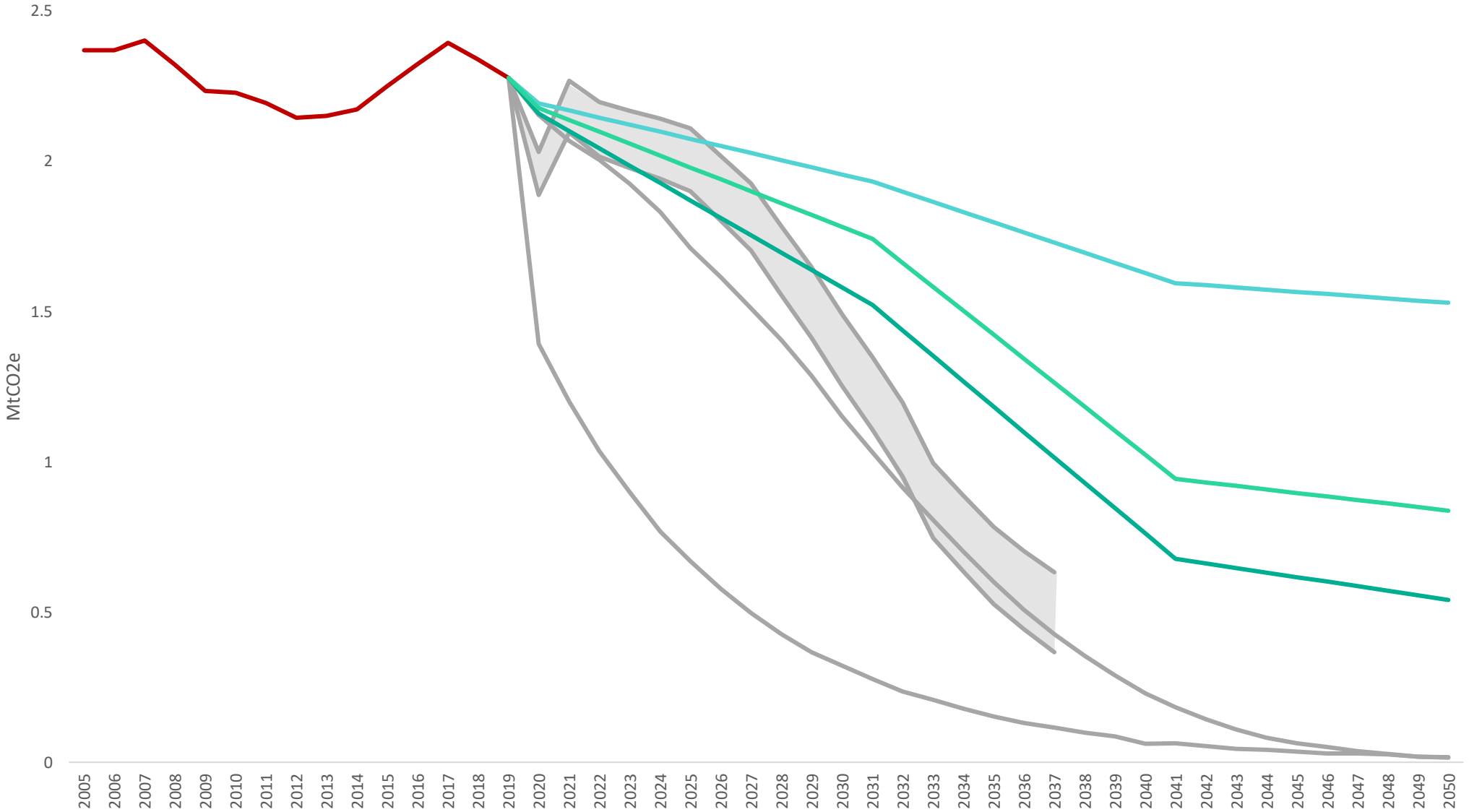

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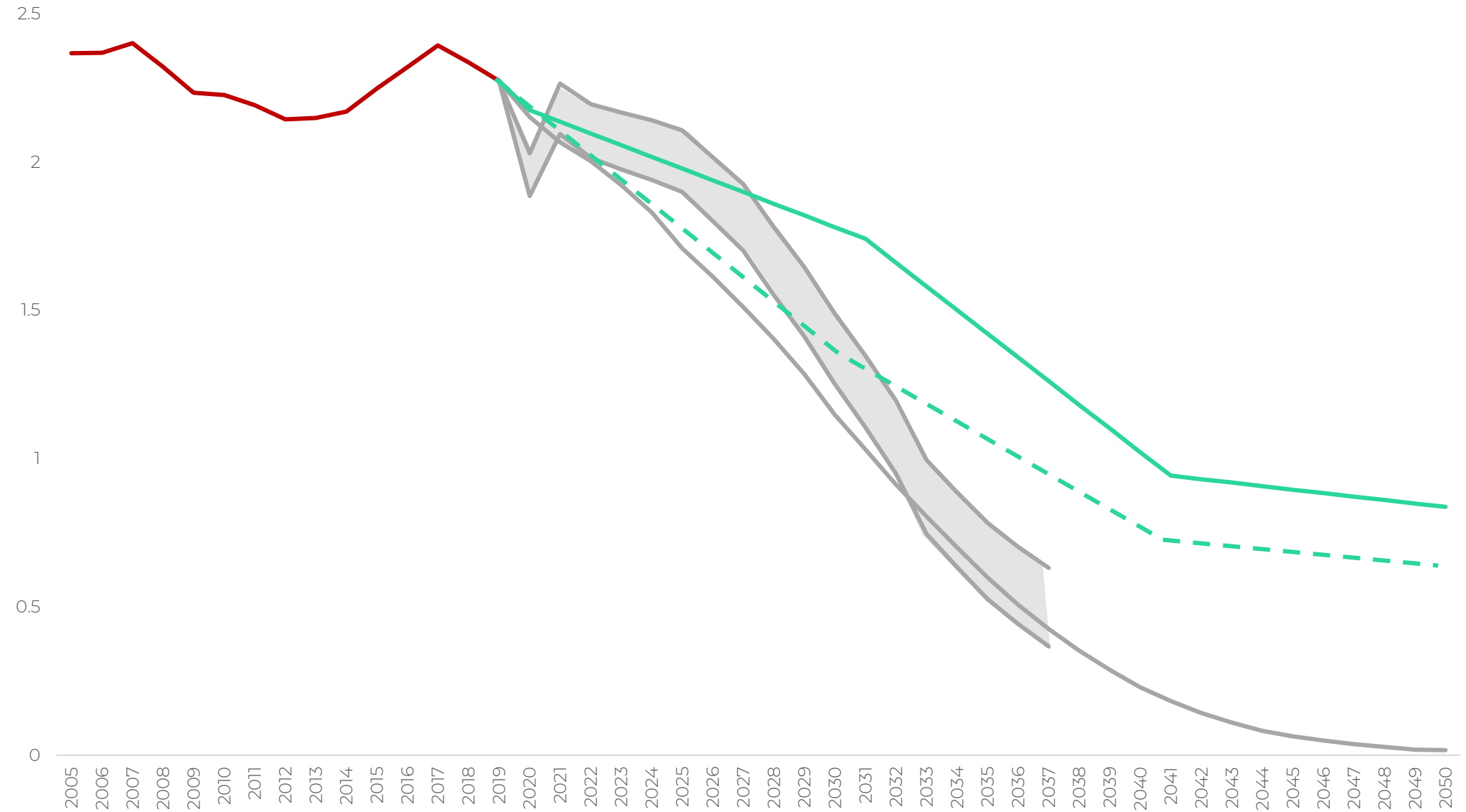

BaU Forecast (EV+15% reduction in VKT)

BaU Forecast (EV)

CPCA Sixth carbon Budget Balanced Net Zero Pathway

CPCA Net Zero Strategy Delivery Pathway

CPCA Per Capita Emissions by LA Area (place of origin)

Local Authority Summary 2019

Road traffic

Local Authority	2019 tCO2e	Population (mid 2019)	Per Capita
Cambridge	117,768.64	125,625.10	0.9
East Cambridgeshire	318,578.59	89,993.60	3.5
Fenland	140,118.31	102,597.80	1.4
Huntingdonshire	440,605.07	178,169.70	2.5
Peterborough	352,230.69	203,477.90	1.7
South Cambridgeshire	514,150.93	158,395.10	3.2
CPCA	1,883,452.21	858,259.20	2.2

Local Authority Summary 2050

Road traffic

Local Authority	2050 tCO2e	Population (mid 2050)	Per Capita
Cambridge	60,794.79	125,589.83	0.5
East Cambridgeshire	194,971.20	100,753.82	1.9
Fenland	118,323.17	122,566.98	1.0
Huntingdonshire	296,074.04	195,017.88	1.5
Peterborough	266,907.15	241,414.78	1.1
South Cambridgeshire	317,629.91	167,885.49	1.9
CPCA	1,254,700.26	953,228.77	1.3

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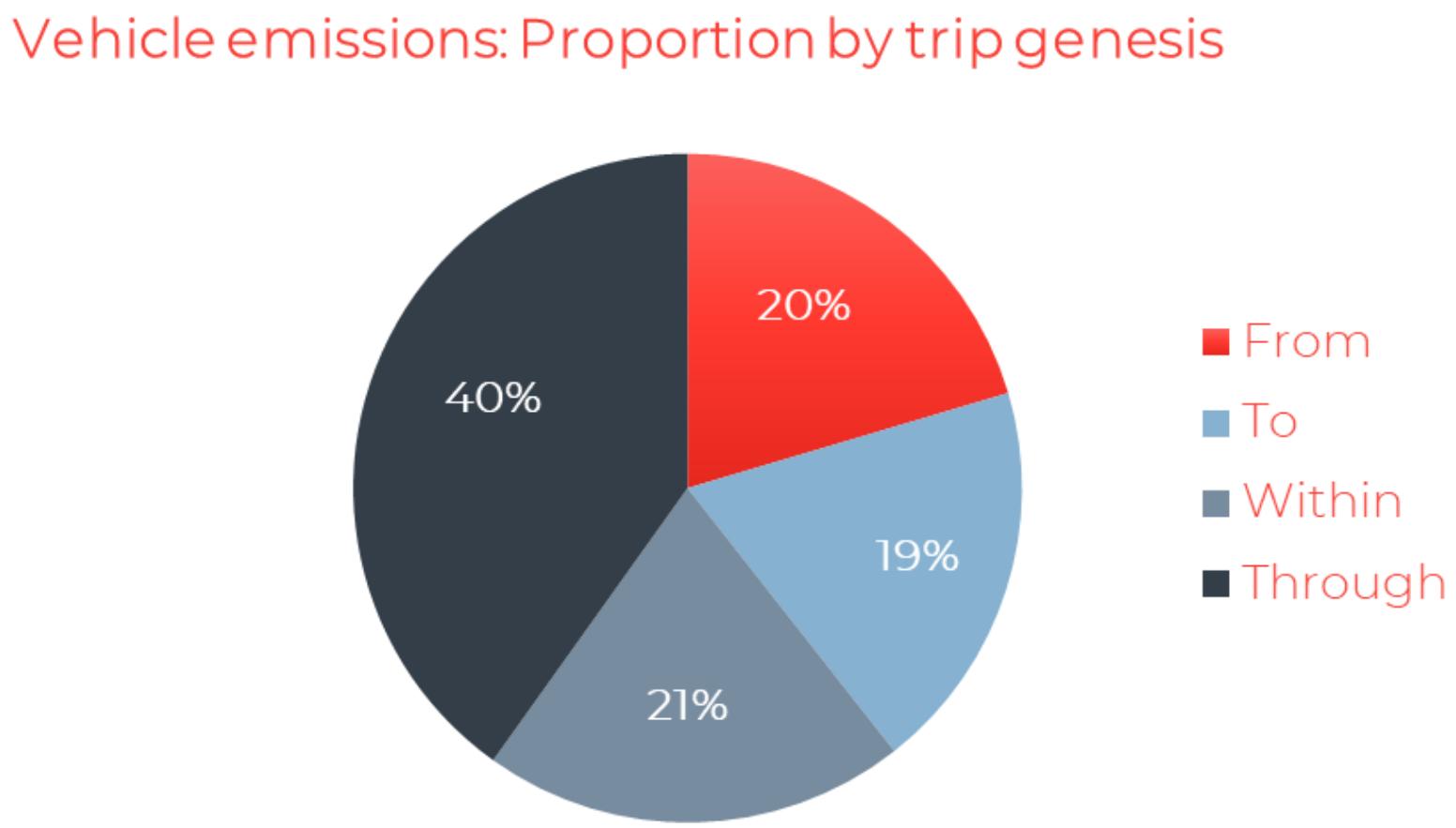
CPCA Emissions by Origin & Destination

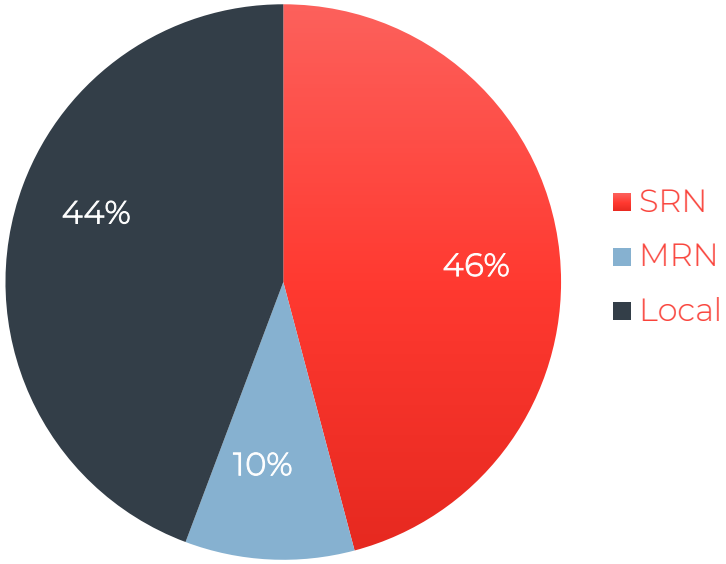


40% of vehicle emissions within CPCA are apportionable to through trips (journeys which start and finish outside of the combined authority administrative boundary) in the baseline year.

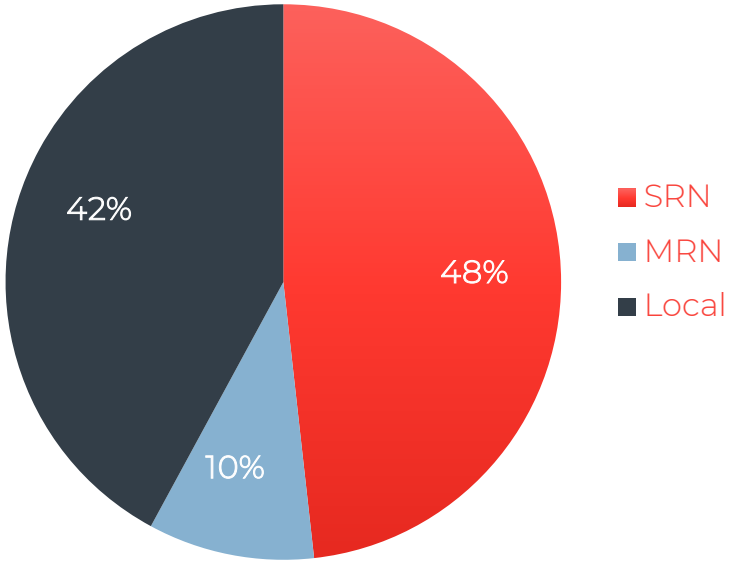
These emissions are unlikely to be greatly impacted by the commitments of the LTCP.

CPCA Emissions by Road Type (network)

Vehicle emissions by road type: 2019

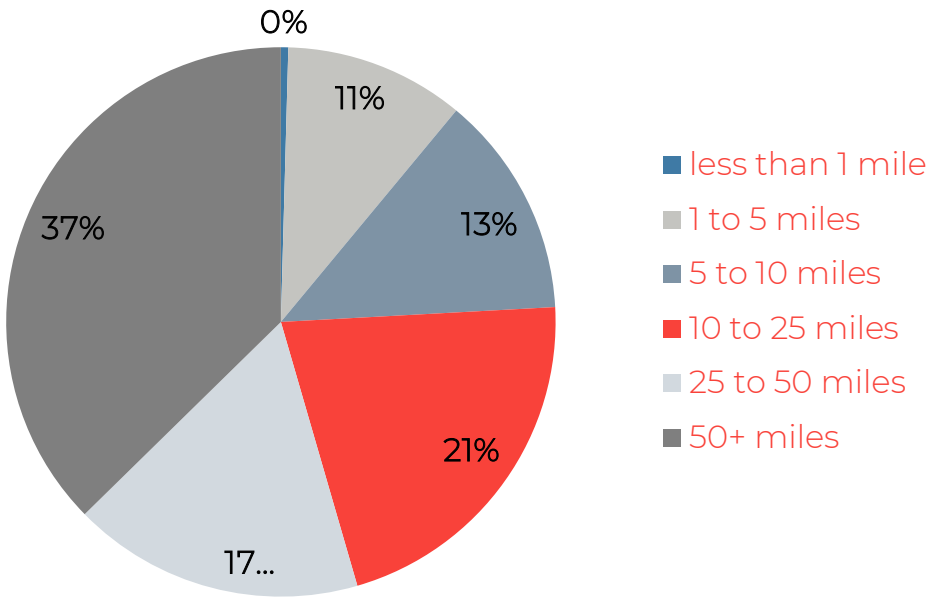


Vehicle emissions by road type: 2050

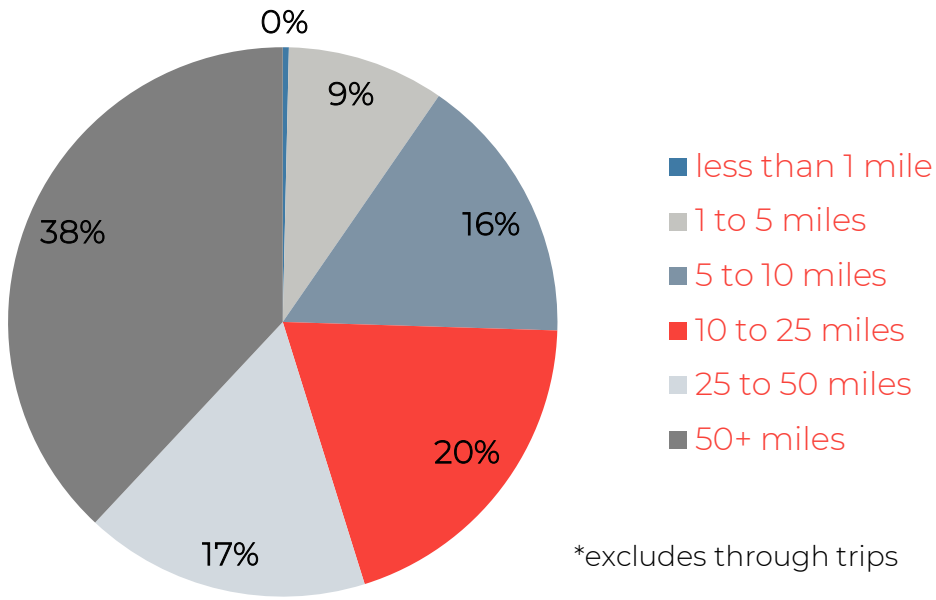


CPCA Per Capita Emissions by Trip Length (journey)

Vehicle emissions by trip length: 2019



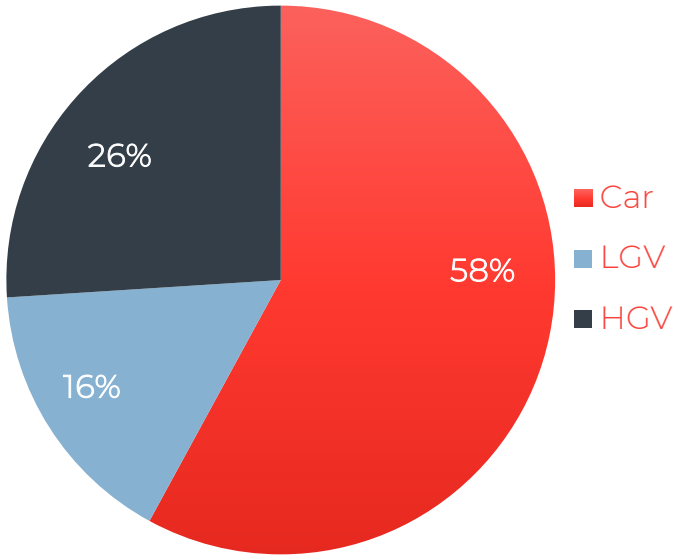
Vehicle emissions by trip length: 2050



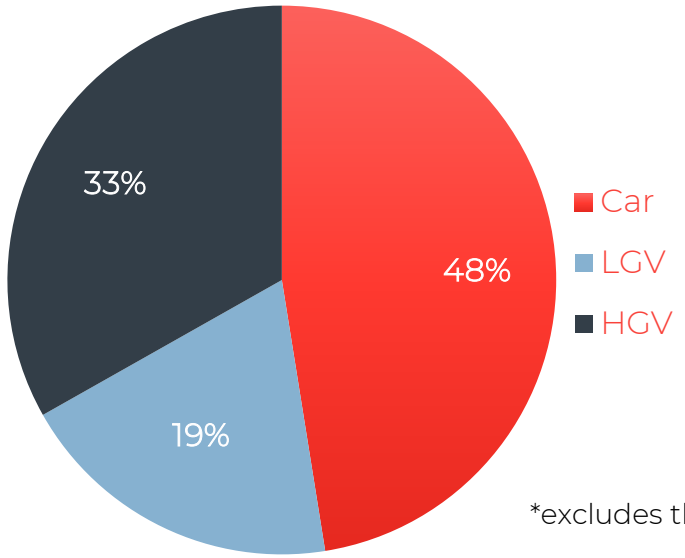
*excludes through trips

CPCA Emissions by Mode

Emissions by mode: 2019

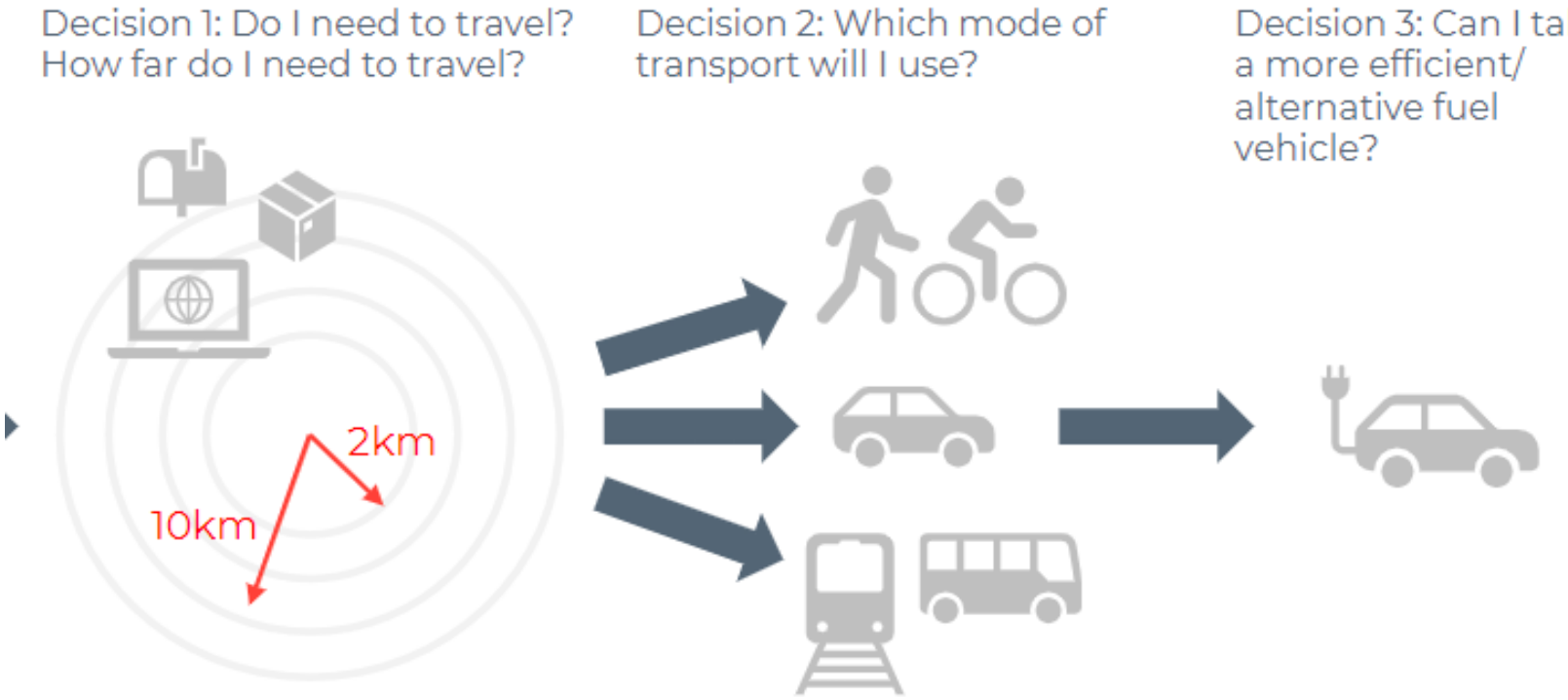


Emissions by mode: 2050



*excludes through trips

LTCP PORTFOLIO REVIEW



Smart Infrastructure, land use planning, ecommerce, digital services, home-based services.	Encouraging a modal shift to active modes and public transport	Improved efficiency and alternative fuel vehicles
Avoid	Shift	Switch
0%	48%	10%

Proportion of LTCP portfolio

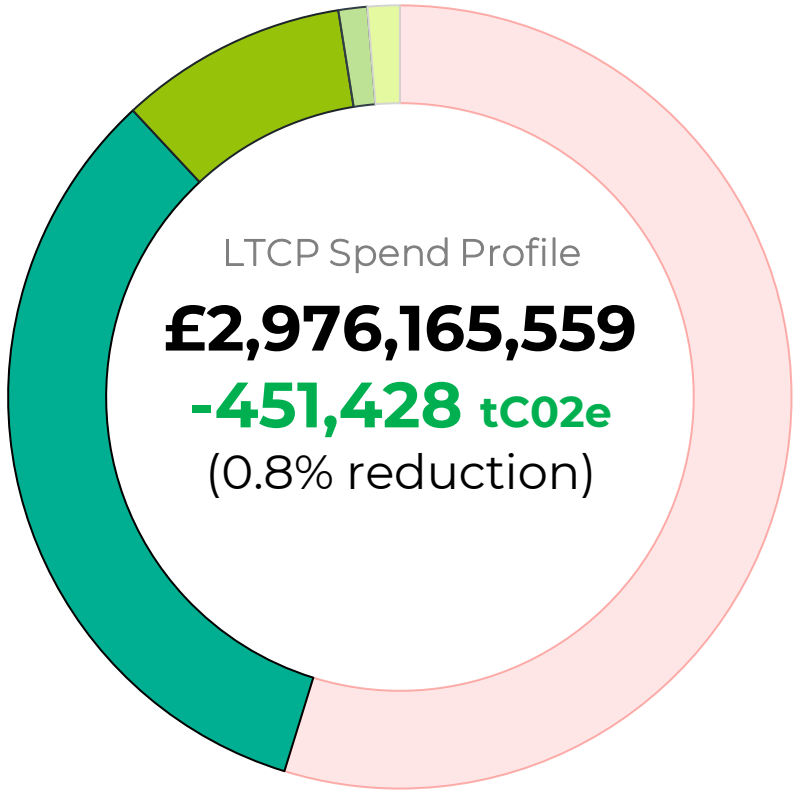
SHIFT SCHEMES

Reduce car-use and encourage a MODAL SHIFT towards public transport and active modes

£35.8 million (1%)
16/19 schemes
-837 tC02e

£284 million (9%)
4/6 schemes
-64,306 tC02e

£1.004 billion (33%)
6/8 schemes
-347,381 tC02e



IMPROVE SCHEMES

£40 million (1%)
3/10 schemes
- **40,959 tC02e**

£1.651 billion (55%)
16/19 schemes

The impact of **SHIFT** measures has the potential to be greater than reported due to in-combination benefits.

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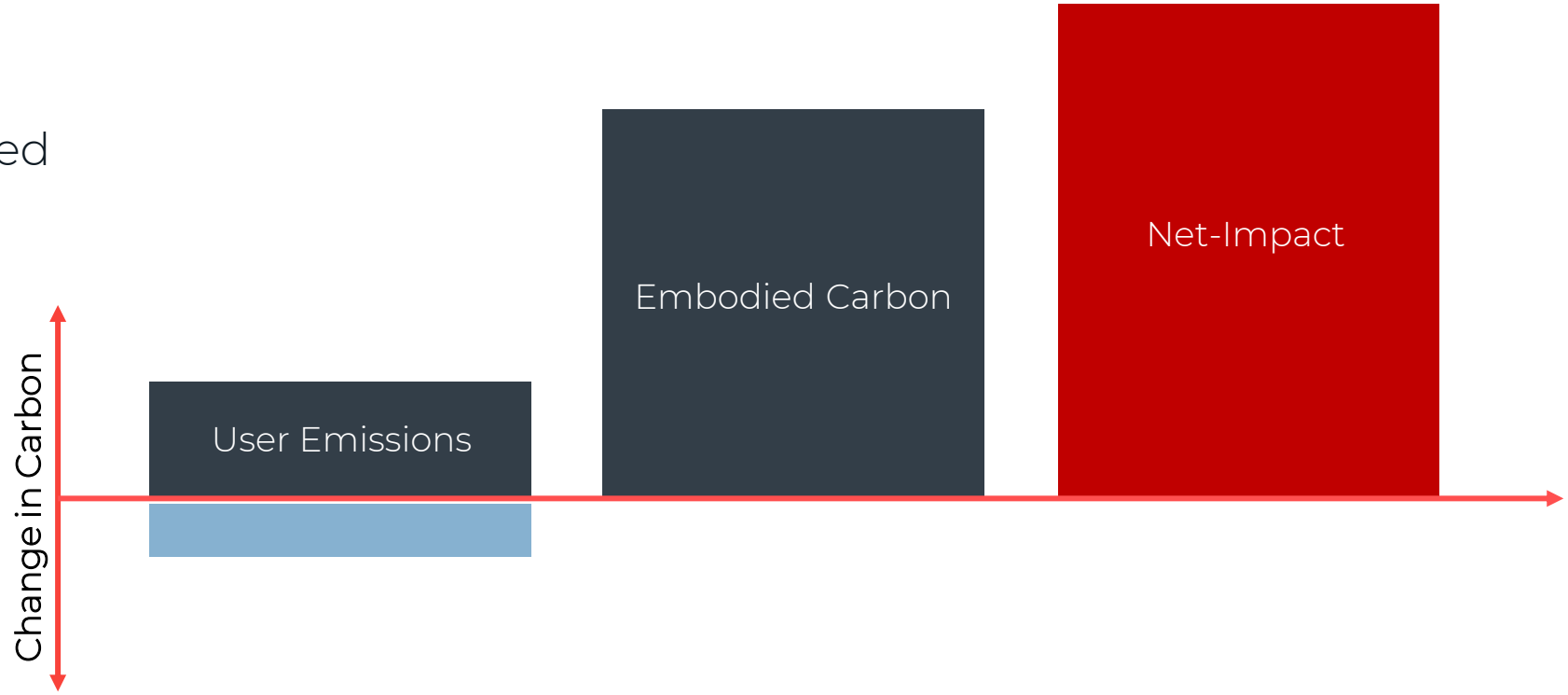
HIGHWAY SCHEMES (£1.6bn)

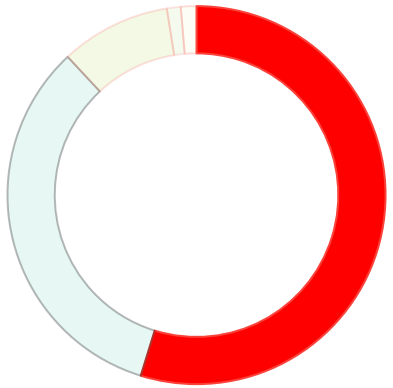
RISKS TO QUANTIFICATION

Carbon assessment require detailed traffic modelling which is not considered proportionate at LTCP strategy level.

Not required as part of QCR

Highway schemes do not comply with **avoid, shift, reduce.**





INDUCED DEMAND

42% of schemes will increase capacity for vehicular travel

A141 / St Ives (£365m), A10 (255m), A47 Dualling (63.6m)

Risk highway schemes can lead to a **net increase in carbon** against BaU

Worst case +1%

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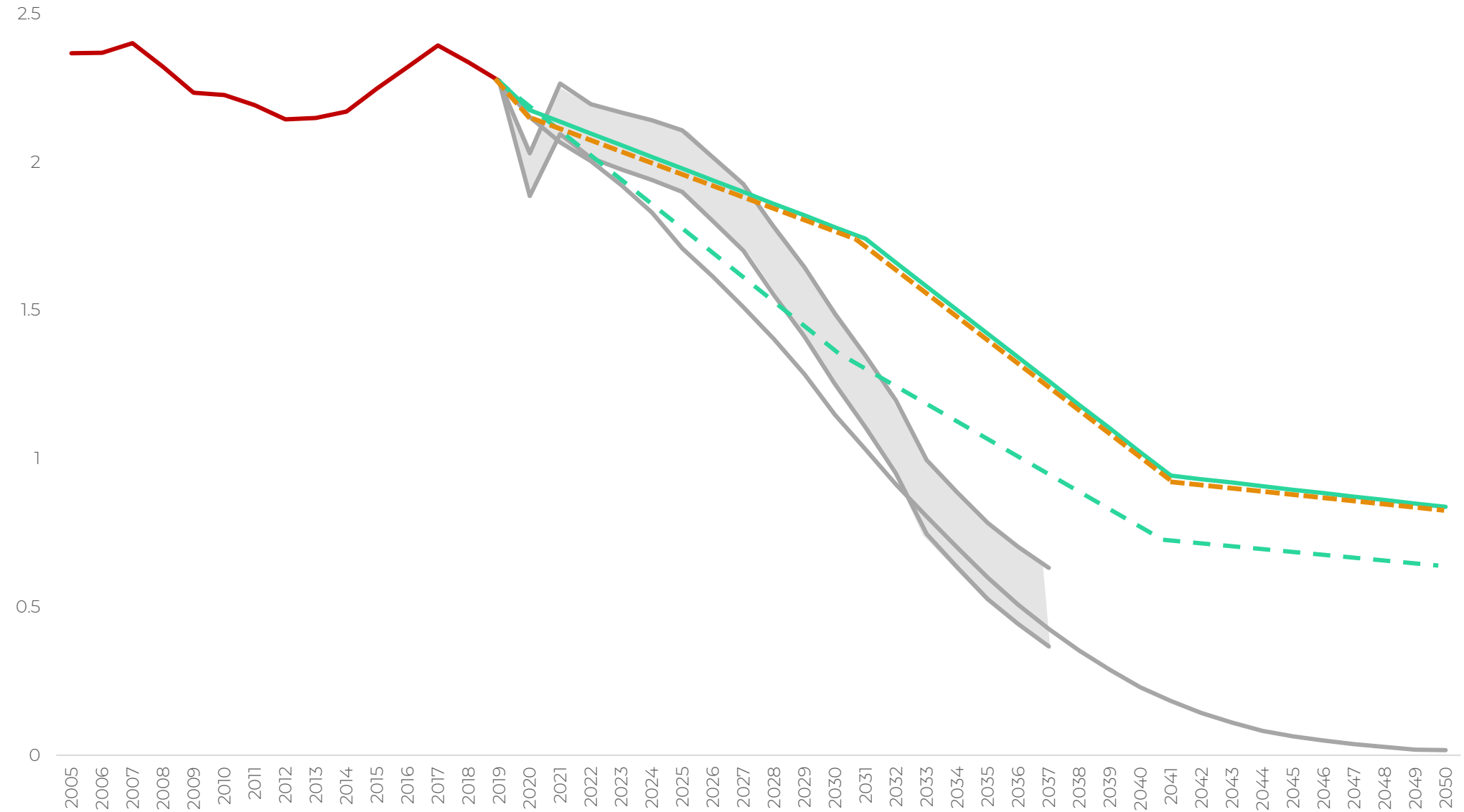
IDENTIFYING THE IMPLEMENTATION GAP



Sustainable LTCP Schemes

BaU Forecast (EV+15% reduction in VKT)

BaU Forecast (EV)

CPCA Sixth carbon Budget Balanced Net Zero Pathway

CPCA Net Zero Strategy Delivery Pathway

NARROWING DOWN INTERVENTIONS NEEDED

Intervention Themes

Avoid

Reduce the NEED to travel and the DISTANCE people travel

Spatial Planning (Self Containment)

Substitute Trips (Home Working)

Shift

Reduce car-use and encourage a MODAL SHIFT towards public transport and active modes

Active Travel

Public Transport

Future Freight Solutions

Future Mobility & Shared Modes

Demand Management (Physical Interventions)

Demand Management (Pricing Interventions)

Improve

Improve transport modes through INVESTMENT and TECHNOLOGICAL INNOVATION

Alternative Fuels Uptake

Digital Solutions

Themes that have already been assessed

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INTERVENTIONS

What are others doing?

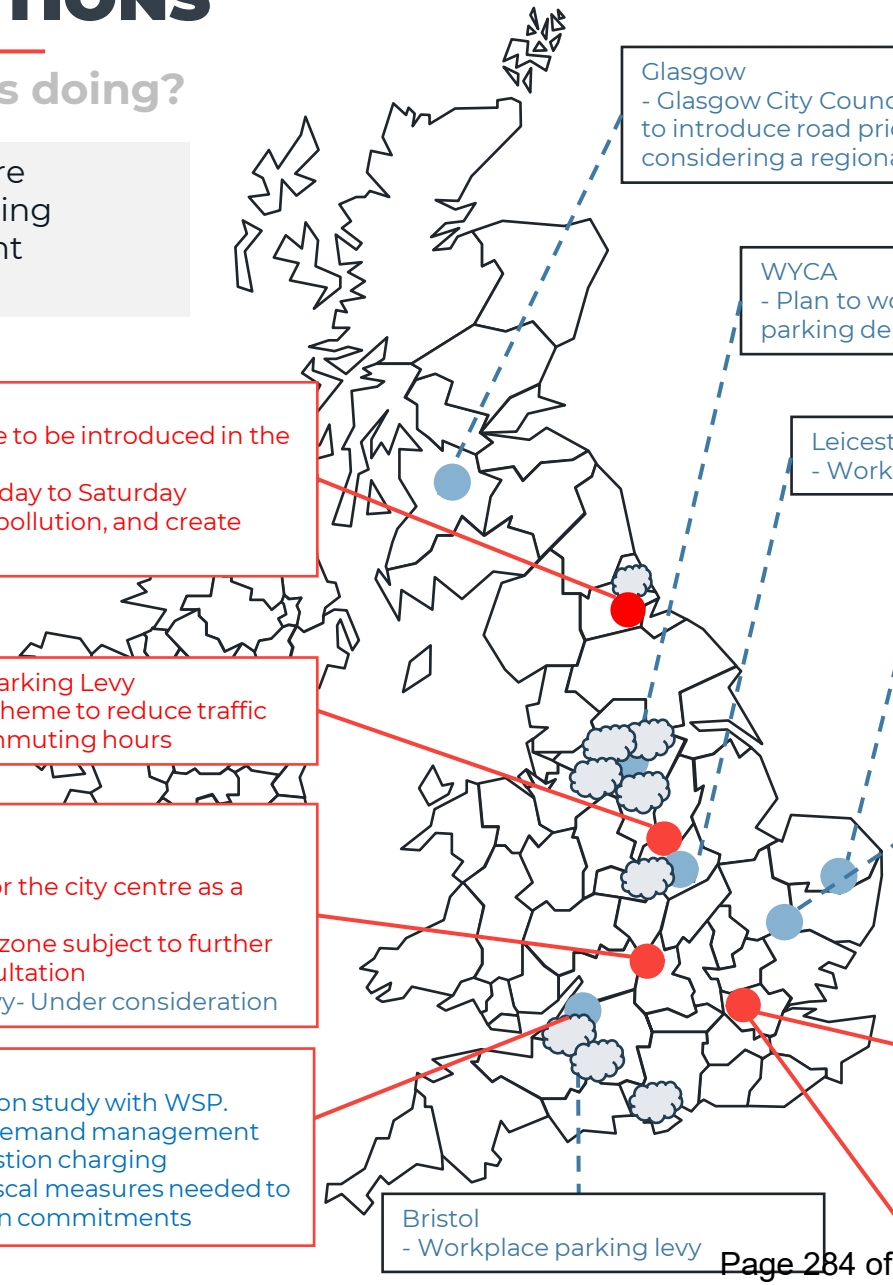
Increasingly, others are considering or delivering demand management measures

Under consideration / in development

Implemented

Clean Air Zone (current & future)

Demand management, implemented to date, have considered decarbonisation as secondary to achieving other policy goals.



Glasgow
- Glasgow City Council plan to lobby Scottish Government to introduce road pricing at a Scottish level, while considering a regional scheme

WYCA
- Plan to work in partnership with LAs to deliver parking demand management strategies

Leicester City Council
- Workplace parking levy

Norwich Zero Emissions Transport City
- Secured £500,000 development funding from UK government

Cambridge
- Sustainable Travel Zone cordon pricing to facilitate housing growth
- Revenue to be used to deliver cheaper and simpler bus fares
- Anticipated the charge will reduce traffic levels at peak times

Hackney ULEZ Streets
- Peak hour restrictions whereby only walking, cycling and low emissions vehicles are permitted

London Congestion Charge, LEZ, and ULEZ
- Environmentally focused, to reduce carbon emissions
- High cost to car user

Bristol
- Workplace parking levy

Durham
- First congestion charge to be introduced in the UK
- Daily charge of £2 Monday to Saturday
- To reduce congestion, pollution, and create safer streets

Nottingham Workplace Parking Levy
- Revenue generation scheme to reduce traffic congestion during commuting hours

Oxford
- Zero Emission Zone
- Introduced Feb 2022 for the city centre as a pilot scheme
- Intention to widen the zone subject to further assessments and consultation
- Workplace Parking Levy- Under consideration

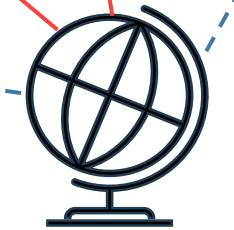
WECA *(with WSP)*
- Ongoing decarbonisation study with WSP. Concluded ambitious demand management needed, such as congestion charging
- Exploring intensity of fiscal measures needed to achieve decarbonisation commitments

Oslo's Liveability Programme

New York Congestion Charge

Croatia's Car Free City & Coast

Berlin's Car Free Ringbahn



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Wider Policy Crossover

Transport decarbonisation interventions can support wider policy outcomes

AGENDA	Reduce economic hardship	Reduce inequalities	Decarbonise transport	Improve health & wellbeing	Attractive urban places
OUTCOMES	Reduce the cost of living	Increase availability of work, education & social opportunities	**Limit whole-economy emissions to carbon budgets and target carbon neutrality by 2038**	Reduce air pollutant concentrations; Reduce risk of premature death	Area is attractive to live, work & invest in
TRANSPORT OBJECTIVES	Provide convenient, affordable transport		**Decarbonise transport on a pathway compatible with carbon budgets and Net Zero commitments**	Increase uptake of active travel and sustainable modes	Implement the hierarchy of modes
GAP / PROBLEM	High fuel prices; Relative costs of PT	Rising car prices & cost of EVs contributing to social injustice	**Identify the 'Implementation Gap'**	Exceeding safe pollution limits; Health crisis	Dominance of the private car
TRANSPORT OUTCOMES	PT is an attractive, realistic alternative to the private car		**Identify the preferred mix of transport outcomes needed**	Sustainable travel options are easy and accessible to all	Urban places are safe, particularly for NMUs

Reduce vehicle use: Avoid the need to travel and Shift to sustainable modes

Improve transport modes (i.e. switch to ZEVs)

Identify interventions to achieve the desired outcomes

Provide sustainable travel choices: better active travel and public transport
Higher quality, more affordable public transport and active travel options are available to all residents of CPCA – reducing reliance on cars, supporting active lifestyles and improving safety of non motorised road users

EV charging infrastructure
Better access to charging infrastructure opens up EVs as a viable option to more of CPCA's residents, increasing uptake and improving air quality (NO2)

Demand Management: road space reallocation, fiscal measures
Revenue generation enables more affordable, high-quality public transport, active travel and placemaking. Fiscal and physical disincentives to drive reduces congestion, improves public transport journey times and makes active travel safer.

Deliver interventions and maximise their carbon

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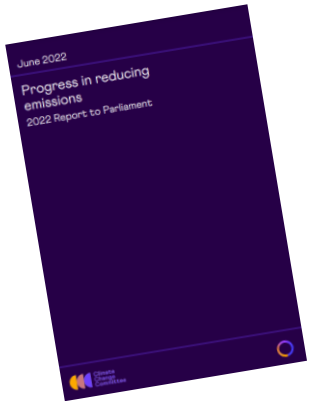
OTHER STAKEHOLDER INTERVENTIONS

Not all transport emissions within CPCA are within CPCA's direct control. What action is needed from others?

- Reducing emissions from the Strategic Road Network
  - National Highways Net Zero Highways strategy
  - Net Zero maintenance and construction by 2040
  - Net Zero road user emissions by 2050

- National Road User Charging
  - UK Government Inquiry (Dec 2020)
  - Transport Select Committee
    - Zero emission vehicles shouldn't mean zero tax revenue
  - Replacement of fuel duty and vehicle excise duty
  - In support of other policy objectives:
    - Encouraging active travel
    - Decarbonising transport
    - Increasing transport infrastructure investment



"It will be necessary for the UK to introduce some form of road pricing to fill the fiscal hole that will be left by the erosion of fuel duty, and to prevent the low costs of electric vehicles leading to increased congestion."

- Reducing rail emissions
  - Network Rail have committed to a carbon neutral railway by 2050 (2045 in Scotland)
  - At present, 42% of the rail network is electrified. Network Rail's strategy sets out that 13,000km of railway line needs to be electrified by 2050. Between 2021 and 2050, that means that 448km will need to be electrified each year.

NARROWING DOWN INTERVENTIONS NEEDED

Intervention Themes

Avoid

Reduce the NEED to travel and the DISTANCE people travel

Spatial Planning (Self Containment)

Substitute Trips (Home Working)

Shift

Reduce car-use and encourage a MODAL SHIFT towards public transport and active modes

Active Travel

Public Transport

Future Freight Solutions

Future Mobility & Shared Modes

Demand Management (Physical Interventions)

Demand Management (Pricing Interventions)

Improve

Improve transport modes through INVESTMENT and TECHNOLOGICAL INNOVATION

Alternative Fuels Uptake

Digital Solutions

Themes that have already been assessed

Cambridge & Peterborough CA
Quantified Carbon Reductions Study

Key Findings & Recommendations

February 2023

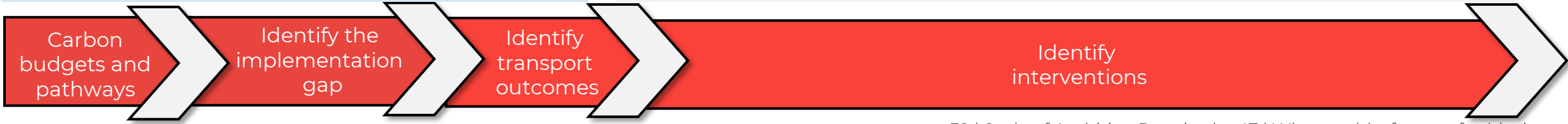
Commission Summary & Presentation Agenda

WSP Commission: A Summary

A decarbonisation study to establish key insights from this QCR process that will inform LTP development – particularly the nature, scope and scale of measures required in LTP4.

Phase 1 & 2 – Identify the scale of the emissions gap

Phase 3 – Review the potential scale of impact of different policies and interventions



5 | How might transport emissions in CPCA change up to 2050 without further intervention?

7| What Impact Might Accelerated EV Uptake Have?
8 | Size of the Gap

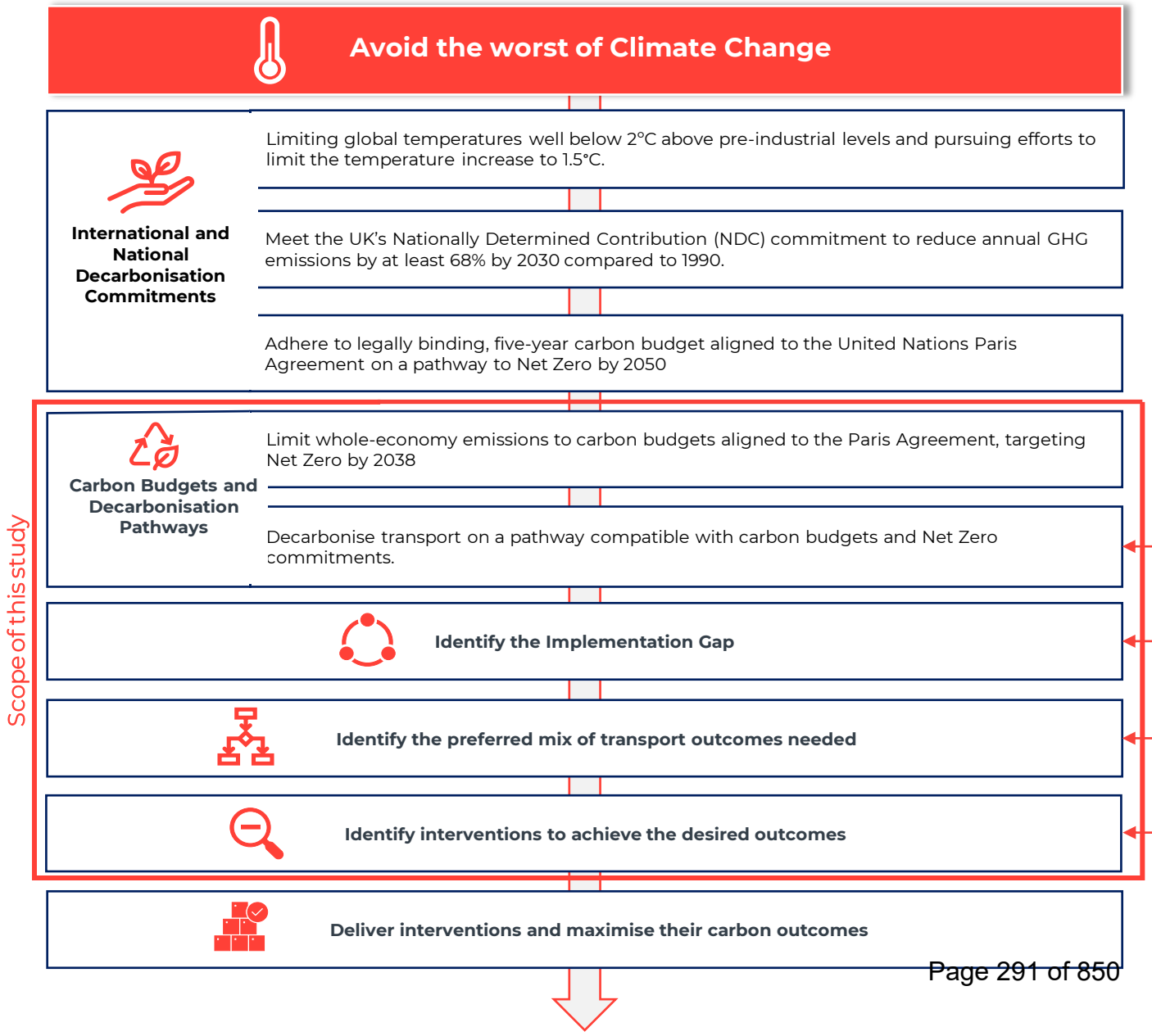
10 | Avoid, Shift, Improve
11 | What Scale of Reduction in Car use is Needed?
12 | CPCA Target Vs CCC Pathway to 2050

14 | Are Traditional Measures Enough to Close the Emissions Gap?
15 | Impact of LTCP Sustainable Transport Schemes
16 | Intervention Impact Slides

39 | Scale of Ambition Required to Achieve 15% Reduction Policy Target
40 | Scale of Ambition Required to Achieve Reduction in line with CCC
41 | The Challenge to Complying with Carbon Budgets
42 | Net Zero by 2050 – A Do Maximum Scenario
43 | Importance of sustainable transport option (enablers)
44 | How should interventions be sequenced?
45 | How Can Transport Decarbonisation Align with Wider Policy Agendas?
46 | What Could a 'Do-Minimum' Future Look Like?

47 | What could a future of achieving transport carbon budgets look like?
48 | Limitations to Modelling Changes in the Travel Behaviour
49 | Are Highway Schemes Compatible with Net Zero?
50 | Infrastructure Carbon
51 | Infrastructure Carbon – existing infrastructure
53 | External Influence and Governance
54 | Conclusion
55 | Next Steps

Linking Outcomes to Interventions



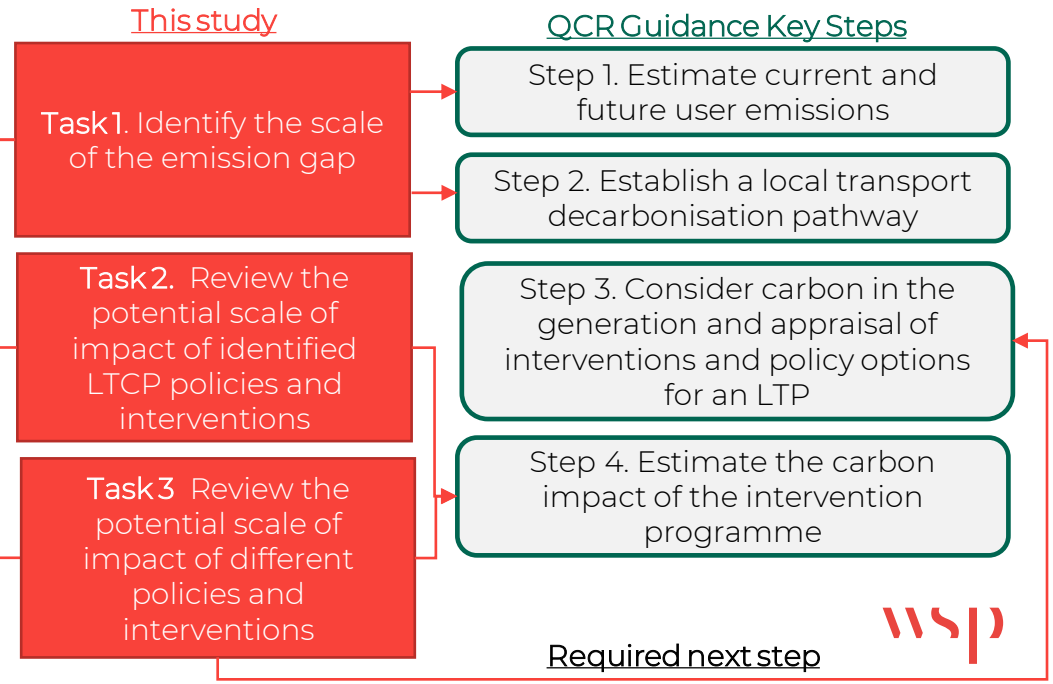
A golden thread

The diagram opposite illustrates a 'golden thread' that links outcomes to interventions. It is intended to:

- Provide a framework to explain how delivery of interventions links to the substantive outcome of avoiding the worst of climate change
- Help the Combined Authority identify any gaps in evidence, policy or implementation within this framework
- Clarify the scope and structure of this study

DfT Quantifiable Carbon Reduction Guidance

There are four overarching steps to the upcoming QCR guidance. As set out below, the tasks involved in this study will provide insights to both the 'golden thread' and QCR process.



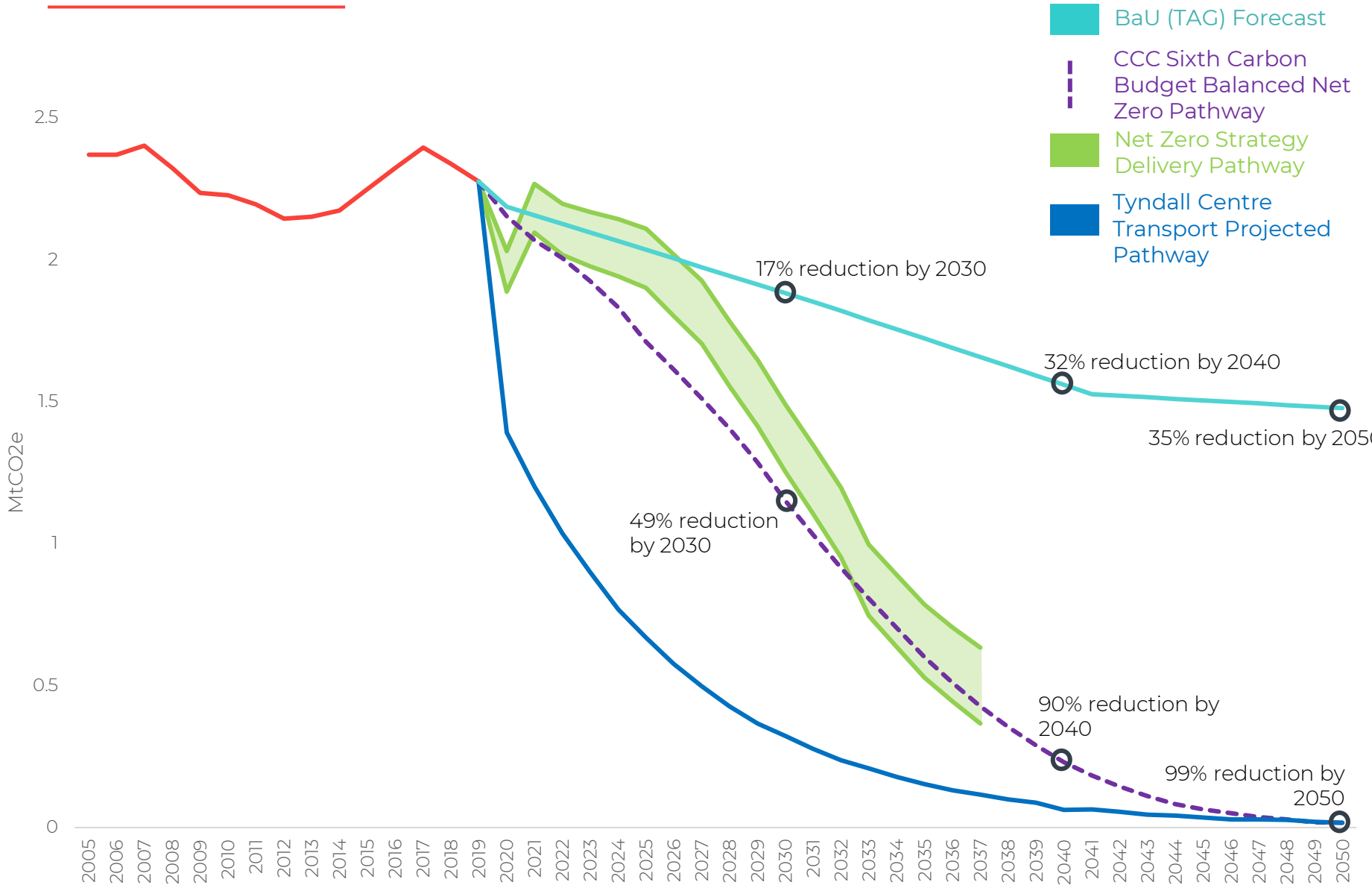
Carbon budgets and pathways

Identify the implementation gap

Identify transport outcomes

Identify interventions

How Might Transport Emissions in CPCA Change up to 2050 Without Further Intervention?



Emission estimates prepared for this study are derived from strategic traffic model outputs.

Key assumptions for the Business-as-Usual estimate:

- Fleet composition (inc. EV uptake) as per DfT TAG A1.3.9 (November 2022 v1.20.1) (i.e. mileage split of 67% EV by 2050)
- Fuel consumption and emission factors from TAG databook (A1.3.11 & A3.3)
- Traffic growth consistent with forecast years.

Without further intervention, CPCA will exceed each of the next 4 carbon budget periods. The gap between BaU and CCC increases from 2028 onwards.

Total emissions estimates within carbon budget periods

Emission estimate scenario	Carbon budget periods (MtCO2e)			
	CB 4 2023-2027	CB 5 2028-2032	CB 6 2033-2037	CB 4-6 2023-2037
BaU	10.17	9.41	8.61	28.19
CCC	8.59	5.79	3.04	17.42

Carbon Budgets and Pathways | Identify the 'implementation gap' | Identify transport outcomes | Identify interventions

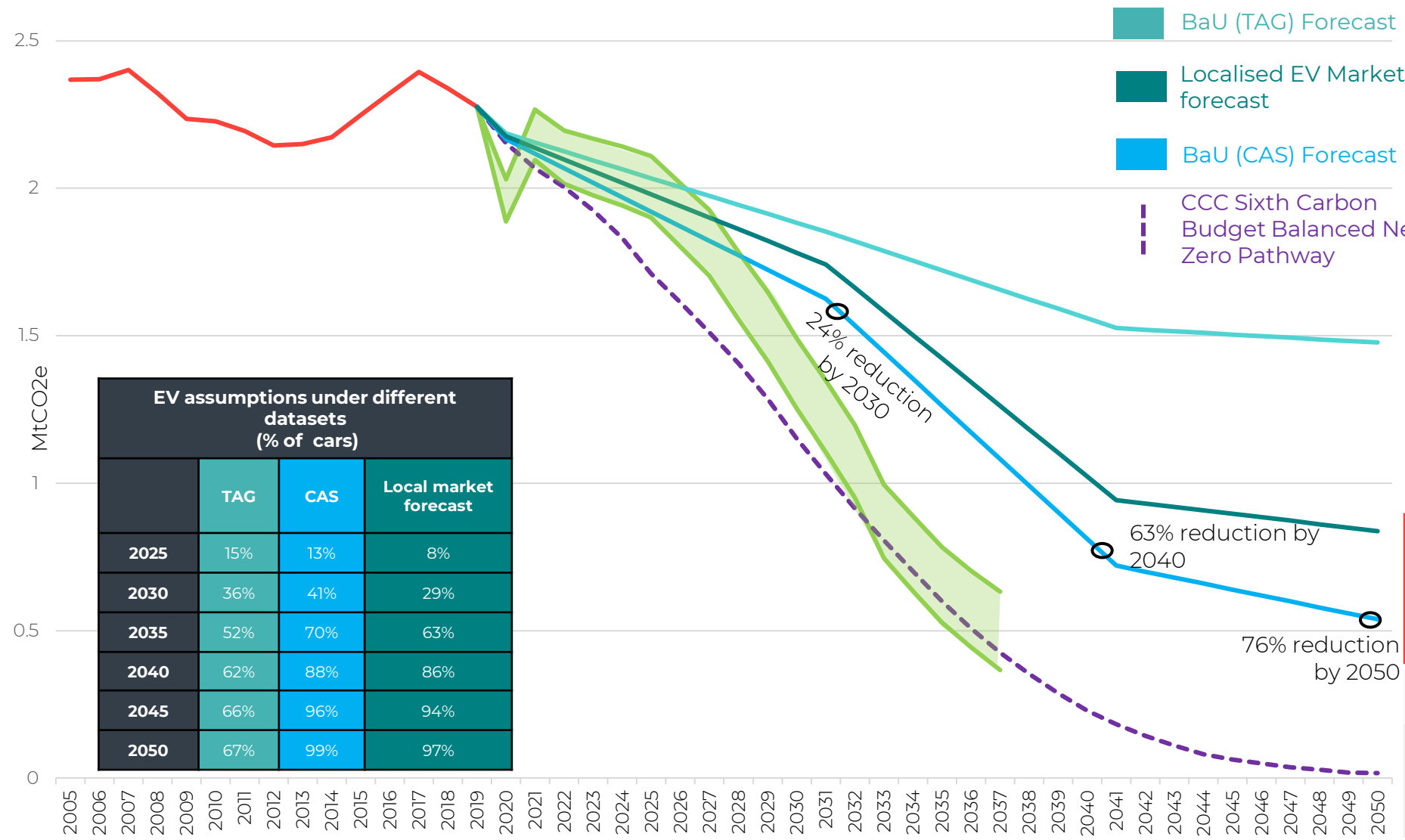
Carbon budgets and pathways

Identify the implementation gap

Identify transport outcomes

Identify interventions

What Impact Might Accelerated EV Uptake Have?



EV assumptions under different datasets (% of cars)

	TAG	CAS	Local market forecast
2025	15%	13%	8%
2030	36%	41%	29%
2035	52%	70%	63%
2040	62%	88%	86%
2045	66%	96%	94%
2050	67%	99%	97%

Two alternative scenarios of EV uptake tested:

- DfT Common Analytical Scenario – table VL1 from the vehicle led decarbonisation scenario. This is a scenario only, not a forecast.
- A localised market forecast derived from WSP's EV:Ready tool – processed from a range of forecasts

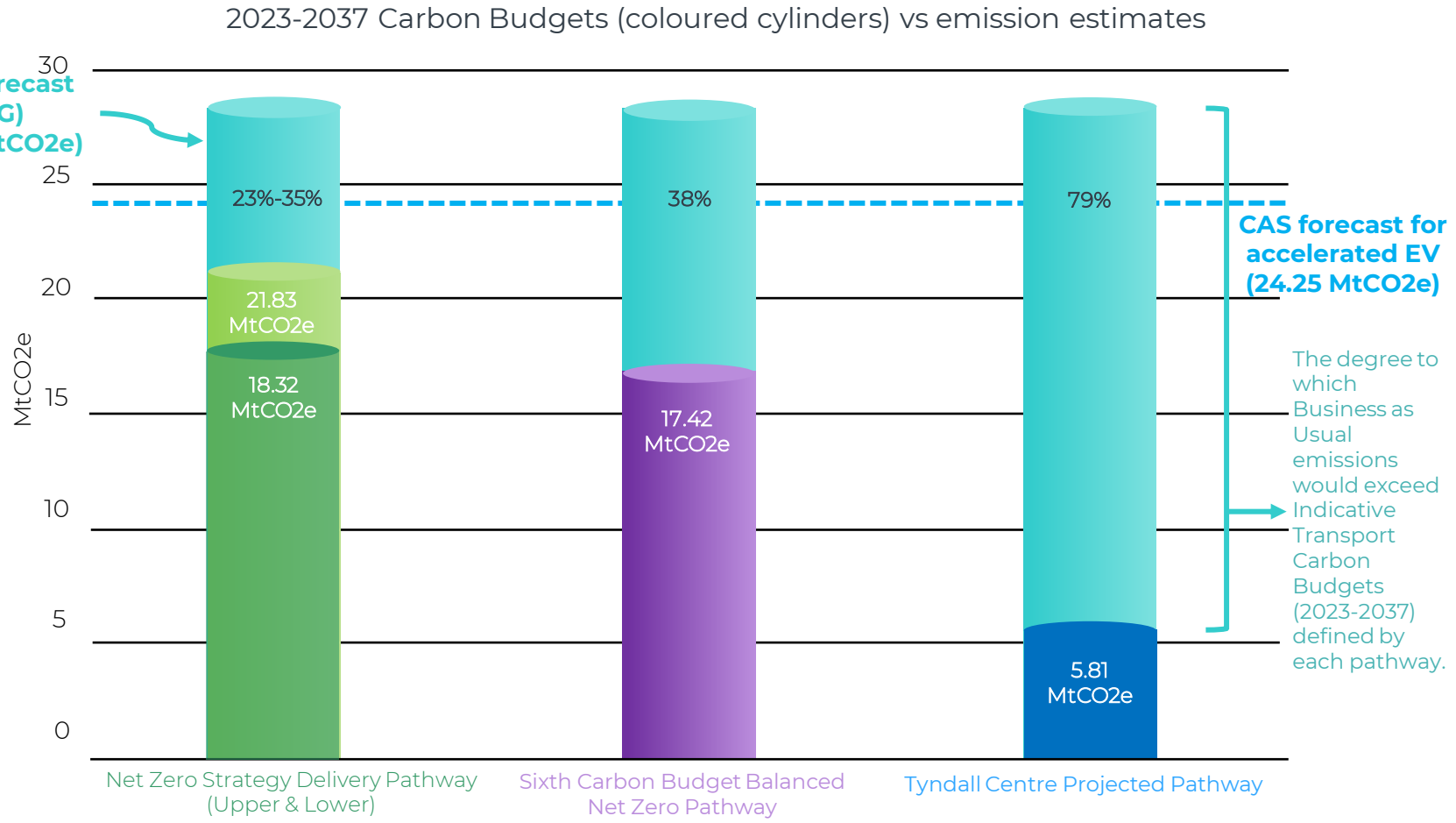
The TAG and Common Analytical Scenario assumptions are national. The market forecast has been localised to CPCA based on local variations data such as vehicle ownership, sales trends and propensity to switch based on socio-demographics and reliance on on-street parking.

All other assumptions (e.g. traffic growth, fuel efficiency) remain as per the Business-as-Usual estimate.

Emission estimate scenario	Carbon budget periods (MtCO2e)			
	CB 4 2023-2027	CB 5 2028-2032	CB 6 2033-2037	CB 4-6 2023-2037
BaU	10.17	9.41	8.61	28.19
Localised EV Market Forecast	9.90	8.87	7.11	25.88
CAS	9.60	8.33	6.32	24.25
CCC	8.59	5.79	3.04	17.42

Size of the Gap

- BaU estimates transport emissions in CPCA will equate to 28.19 MtCO2e between 2023 and 2037
- Under the most ambitious EV uptake scenario (Common Analytical Scenario) this would be reduced to 24.25 MtCO2e
- Carbon budgets derived from the pathways would therefore be exceeded even with ambitious EV uptake
- The smallest exceedance of carbon budgets is to the lower limit of the Net Zero Strategy pathway if CAS levels of EV uptake are achieved (total of 2.42 MtCO2e exceedance between 2023-2037)
- The largest exceedance of carbon budgets is to the Tyndall pathway if only TAG levels of EV uptake are achieved (total of 22.37 MtCO2e 2023-2037)

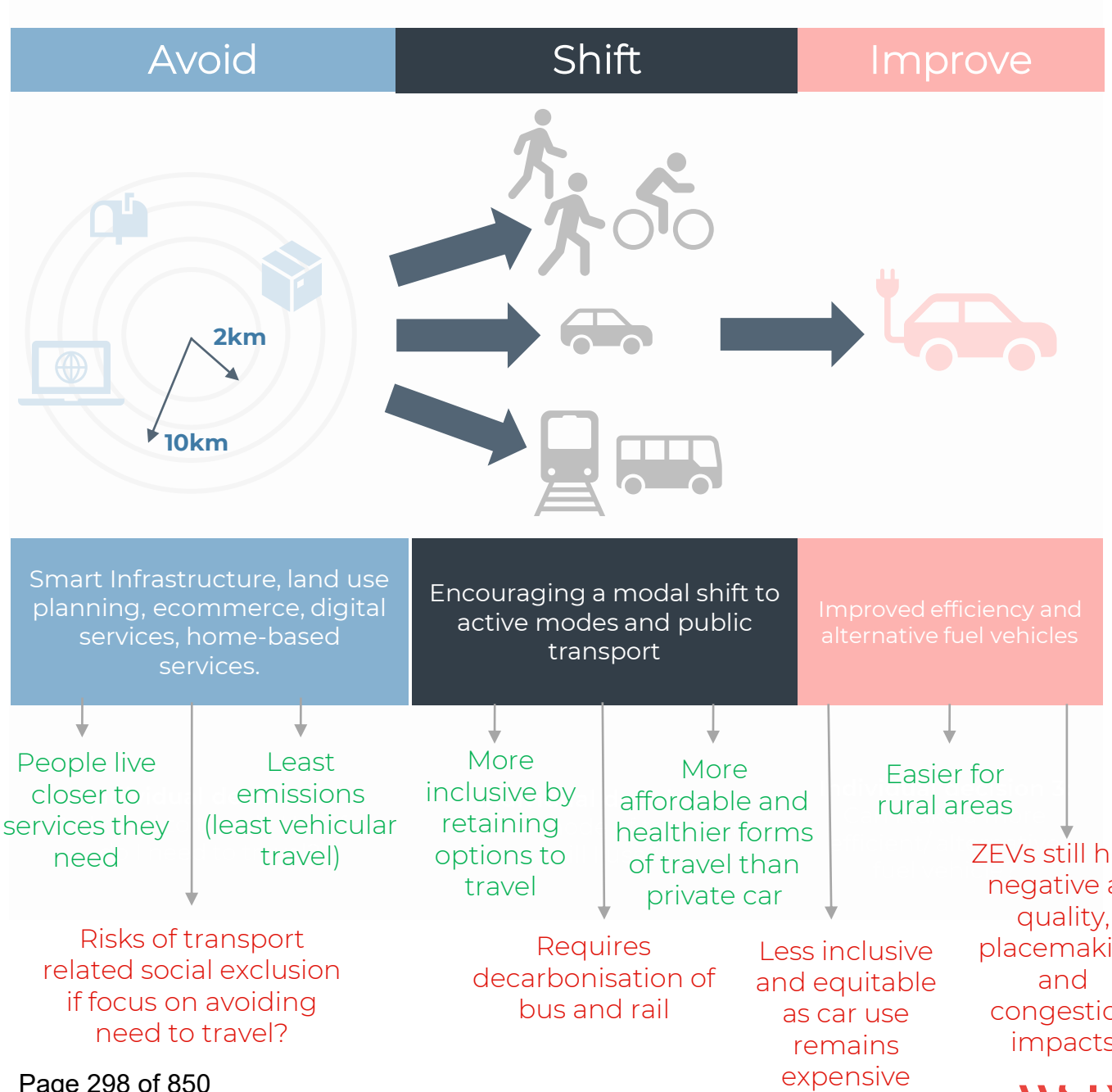


Carbon Budget Periods ($MtCO_2e$)		CB4 2023-2027	CB5 2028-2032	CB6 2033-2037	Total CB4-6 2023-2037
Gap between estimates and budgets (CAS-BaU)	Tyndall Centre	6.20 – 6.76	6.70 – 7.78	5.53 – 7.83	18.43 – 22.37
	CCC Sixth Carbon Budget Balanced Net Zero Pathway	1.01 – 1.58	2.54 – 3.62	3.27 – 5.57	6.83 – 10.77
	Net Zero Strategy Delivery Pathway Lower	0.28 – 0.85	2.05 – 3.13	3.60 – 5.89	5.93 – 9.88
	Net Zero Strategy Delivery Pathway Upper	(-0.76) – (-0.19)	0.86 – 1.95	2.31 – 4.61	2.42 – 6.36

Carbon budgets and pathways → Identify the implementation gap → **Identify transport outcomes** → Identify interventions

Avoid, Shift, Improve

- A framework of outcomes that will decarbonise transport
- The RTPI's Net Zero Transport paper presents an alternative version – "Substitute, Shift and Switch" – presented as a hierarchy that prioritises measures that reduce trips (Avoid and Shift) to focus on solutions that create better places
- Avoid Shift Improve has been widely adopted
- Transport interventions that don't Avoid, Shift or Improve are unlikely to support decarbonisation at the pace required
- Scale of the emission gap demands a 'do-everything' approach… but each outcome has different benefits and impacts as illustrated – the preferred or credible mix may differ by place
- Local authorities are best placed to Avoid and Shift (while enabling ambitious Improve)



Carbon Budgets and Pathways | Identify the 'implementation gap' | Identify transport outcomes | Identify interventions

What Scale Of Reduction In Car Use Is Needed?

- Estimates of what scale of demand reduction is needed vary depending on assumptions and method
- However analysis concludes Net Zero and carbon budgets cannot be met without reductions in demand
- Demand reduction needed to close the gap is sensitive to:
  - EV uptake scenarios
  - Improvements in fuel efficiency (manufacturers requirements, driving behaviours etc)
  - Which pathway or Net Zero date is targeted
- Not all of an identified demand reduction may require CPCA intervention. Also influenced by:
  - National policy
  - Background trends (home working etc)

DfT assumptions for growth under their NRTP Core scenario vs Decarbonisation (mode balanced (MB)) scenario (2019-2038):

	DfT Core Scenario			DfT Decarbonisation (MB) Scenario		
	A Road	Minor	Motorway	A Road	Minor	Motorway
Car	13%	13%	22%	8%	8%	8%
LGV	34%	18%	24%	20%	6%	10%
HGV	4%	2%	12%	4%	3%	12%
PSV	-7%	-7%	-7%	-7%	-7%	-7%

What are others finding is needed to achieve decarbonisation commitments?

- CPCA – between **38% and 21% reduction** in car distance travelled relative to baseline growth
- TfN (North of England) – between **3% and 14% reduction** in car distance travelled **relative to baseline growth** (a modest increase in traffic growth from 2019)
- CCC (National) – between **7% and 16% reduction** of total car kilometres by 2030
- Scotland – committed to a **20% reduction** in vehicle use
- Transport for Wales – aim to reduce car miles travelled per person by **10% by 2030**

It is unclear what assumptions for demand reduction BEIS and the DfT have included in Government's Net Zero Strategy and Transport Decarbonisation Plan. Further analysis required to identify what scale of demand reduction may be needed under different EV scenarios and pathways.

CPCA Target (15% reduction) Vs CCC Pathway to 2050

The Cambridge and Peterborough Independent Commission on Climate recommended a **15% reduction in vehicle km in 2030 (from a 2019 baseline).** This was approved by the CA board in June 2021 and is now a commitment.

To achieve this, CPCA will need to target a vkm of:
2019 Baseline vkm = 28,245,089
Target 15% reduction = 4,236,763
Target vkm = 24,008,326 (daily trips)

When taking into account traffic growth (1-2% in vkm year on year), this equates to:
2031 Base = 33,666,166
Growth from 2019 = 5,420,076 (19%)
Required Reduction to achieve CPCA Target = 9,656,840
(29%)Target emissions (tCO2e) = 1,327,395 (tCO2e)

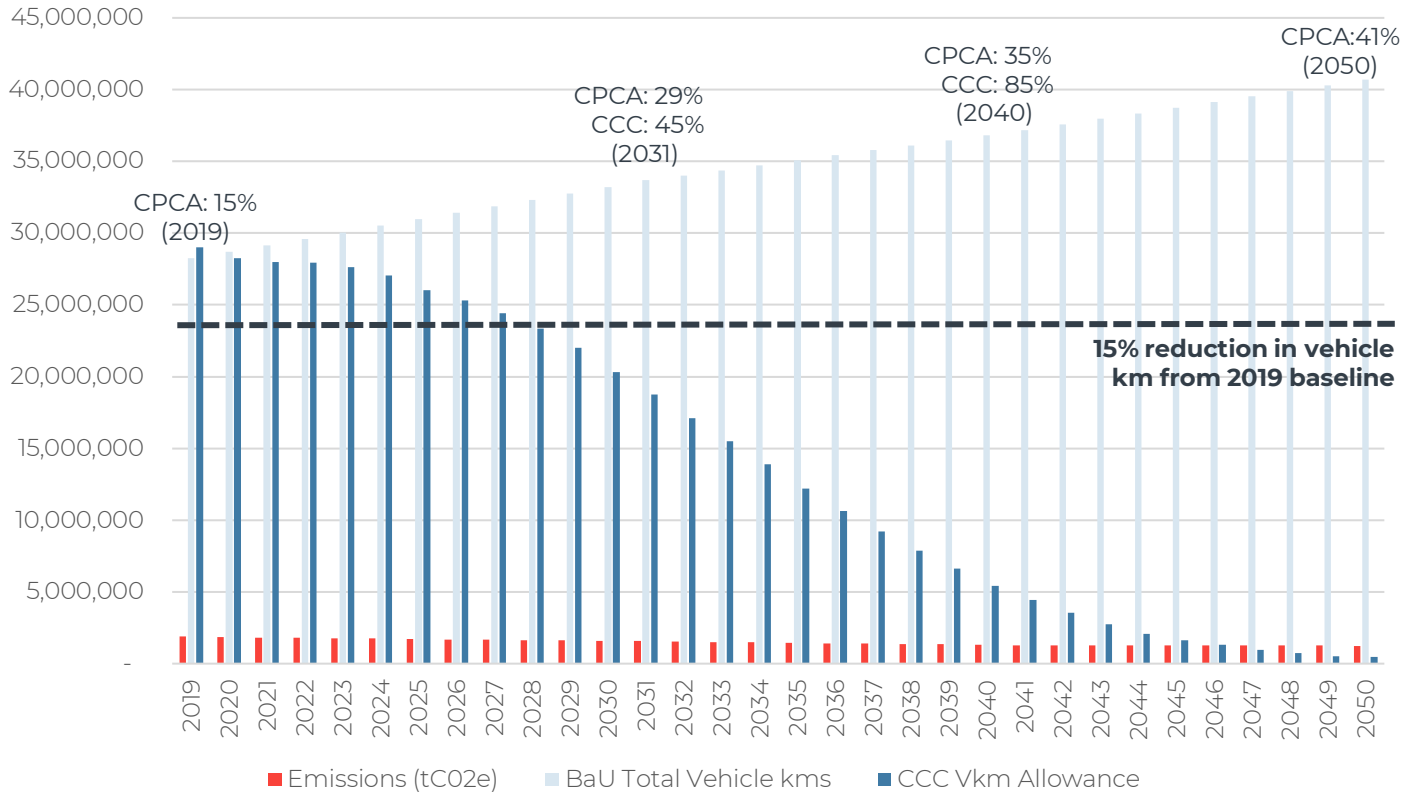
Up until 2028 the graph shows that the CPCA policy target is sufficient to align with the reduction required by the CCC pathway. This shows a suitable level of ambition for the LTP to seek to address.

Beyond 2030, the scale of reduction in vehicle use will need be accelerated beyond the CPCA target to achieve statutory carbon budgets.
- Its important to recognise the difference in removing a tCO2e in 2020 vs in 2050 (13 vkm vs 28 vkm).

Vkm per tC02e Conversion (TAG)

Year	2019	2020	2025	2030	2035	2040	2045	2050
Daily vkm per tC02e	13	13	15	18	20	24	26	28
Annual vkm per tC02e	4651	4791	5554	6440	7433	8619	9397	10057

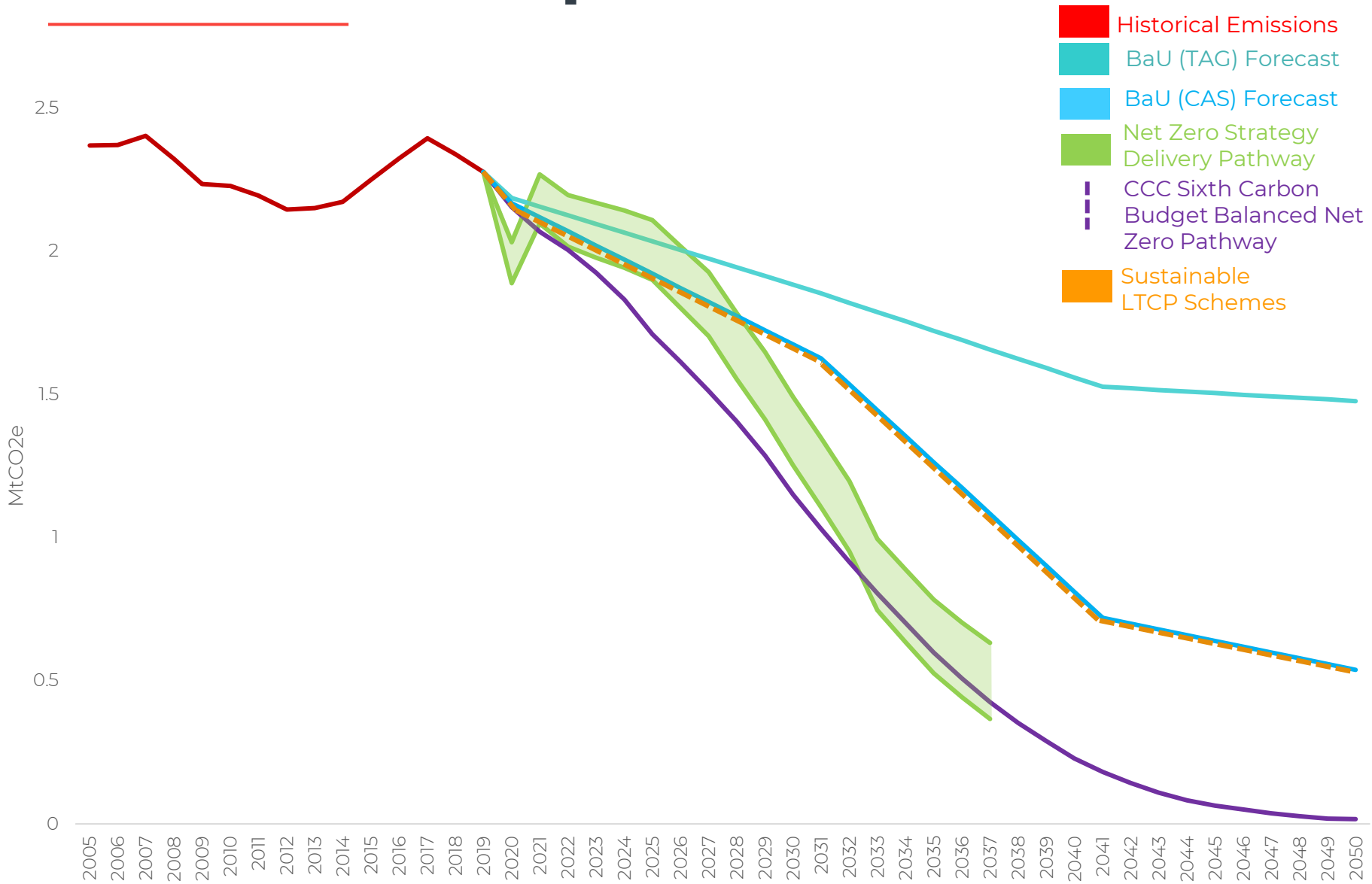
Direct conversion variable to vehicle mix, fuel consumption and vehicle speeds*



Policy contribution to CPCA Decarbonisation:
Baseline Emissions (2031) = 1,852,228 (tCO2e)
CPCA Target Emissions (2031) = 1,327,395 (tCO2e)
CCC Pathway budget (2031) = 1,030,000 (tCO2e)
Further reduction required = 16%

Carbon Budgets and Pathways → Identify the implementation gap → Identify transport outcomes → **Identify interventions**

Phase 2 Results: Impact of LTCP Sustainable Transport Schemes



Phase 2 of the study assessed the carbon impact of 62 schemes identified within the LTCP Transport infrastructure Plan. In total, 29 / 43 sustainable transport schemes were quantified. The remaining 19 schemes related to highway schemes.

LTCP Sustainable Transport scheme impact:
Public Transport : 0.412 MtCO2e
Active Travel : 0.008 MtCO2e
EV Schemes : 0.041 MtCO2e
Total Impact : 0.451 MtCO2e

This equates to approximately a **0.8% reduction in CPCA cumulative emissions** period 2022 – 2050.

The reduction has been taken from the accelerated EV (CAS) scenario, to represent a best case scenario for carbon reduction.

The impact of the LTCP measures has the potential to be greater than reported. Please refer to outputs of Phase 2.

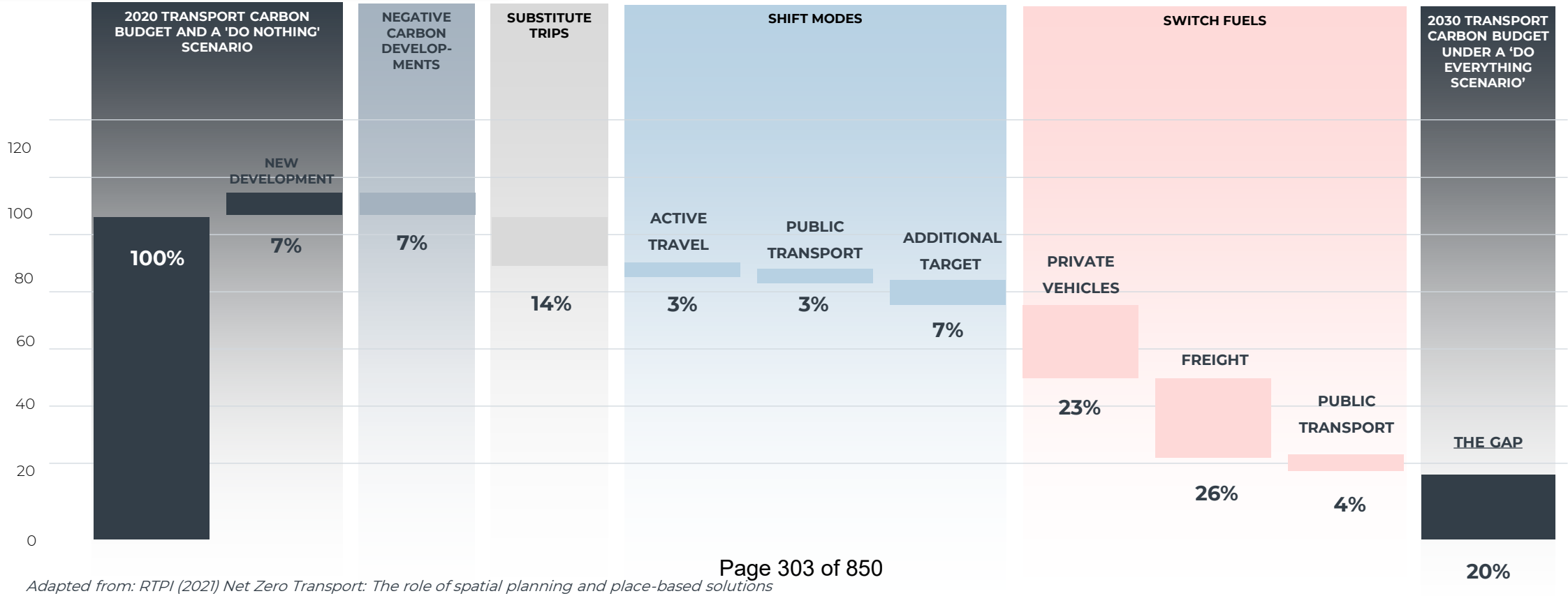
However, this graph only shoes the sustainable transport schemes and does not quantify the impact of highway schemes (valued at 55% of LTCP portfolio).

Are Traditional Measures Enough to Close the Emissions Gap?

"Important to note that there are no future scenarios in which the UK can meet its carbon reduction milestones over the next two decades whilst car traffic is allowed to grow, even if EV uptake accelerates significantly…"

Centre for Research into Energy Demand Solutions

- RTPI waterfall diagram shows that under a "Do Everything Scenario" there could still be a 20% gap to Net Zero in 2030. This research suggests up to a 6% impact can be achieved through mode shift.
- WSP analysis of Leeds LPTIP, WECA CRSTS and other major programmes elsewhere have found similar results, indicating an impact of <5% of total emissions can be achieved through mode shift from traditional measures.
- Infrastructure improvements don't break down enough behavioural barriers for a significant shift.
- Significant improvements in travel choice provided however – a complementary enabler to stronger policy interventions in future



Adapted from: RTPI (2021) Net Zero Transport: The role of spatial planning and place-based solutions

INTERVENTIONS TO CONSIDER BEYOND THE CURRENT LTCP

Intervention Themes

Avoid

Reduce the NEED to travel and the DISTANCE people travel

Spatial Planning (Self Containment)

Substitute Trips (Home Working)

Shift

Reduce car-use and encourage a MODAL SHIFT towards public transport and active modes

Active Travel

Public Transport

Future Freight Solutions

Future Mobility & Shared Modes

Demand Management (Physical Interventions)

Demand Management (Pricing Interventions)

Improve

Improve transport modes through INVESTMENT and TECHNOLOGICAL INNOVATION

Alternative Fuels Uptake

Digital Solutions

Themes that have already been assessed

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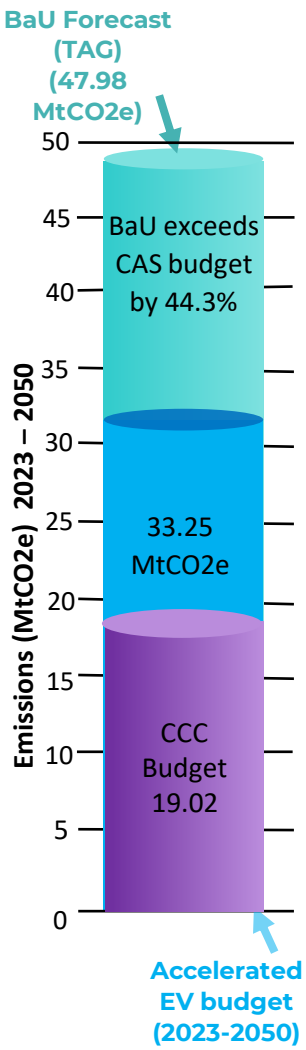
What Scale of Impact Might Different Interventions Have?

Demand Management
Active Travel
Public Transport
Technology / Innovation

MANDATORY
(Carbon budgets not achievable without selection from this list)

OPTIONALS
(interventions can be tailored to place types to achieve carbon reduction and wider policy co-benefits)

Range (up to 2050)	Intervention type	A/S/I Rank		Scale	Capital	Net Score
>1Mt	Online services / Substitute Trips	Avoid	3	**3**	0	**6**
>1Mt	Area wide Road User Charge	SHIFT	2	**3**	0	**5**
>1Mt	Cordon base Road User Charge	SHIFT	2	**3**	0	**5**
>1Mt	Demand Management (Access and capacity constraints)	SHIFT	2	**3**	-1	**4**
>0.5Mt	Reduced public transport fares	SHIFT	2	**3**	0	**5**
>0.5Mt	Mass Transit	SHIFT	2	**3**	-3	**2**
>0.05Mt	WPL	SHIFT	2	2	0	**4**
>0.05Mt	Parking pricing strategies	SHIFT	2	2	0	**4**
>0.025Mt	Ultra-low emissions buses	IMPROVE	1	2	0	**3**
>0.025Mt	Rail line reopening	SHIFT	2	2	-3	**1**
>0.005Mt	Rail frequency and capacity improvements	SHIFT	2	2	-1	**3**
>0.005Mt	New rail station	SHIFT	2	2	-3	**1**
>0.001Mt	Demand Responsive Transport (DRT)	SHIFT	2	1	0	**3**
>0.001Mt	Bus priority measures	SHIFT	2	1	-2	**1**
<0.001Mt	Mobility hubs & improved modal integration	SHIFT	2	1	-1	**2**
<0.001Mt	Bike/e-bike/e-scooter hire schemes	SHIFT	2	1	-1	**2**
<0.001Mt	Cycle infrastructure	SHIFT	2	1	-2	**1**
<0.001Mt	Improved pedestrian facilities	SHIFT	2	1	-2	**1**



0.5Mt (500,000tCO2e) ~ 1% reduction in CPCA cumulative emissions up to 2050 (BAU Scenario)

The Role of Demand Management

Actively managing the demand for vehicular travel has been found to be the most powerful “lever” for behavioural change.

Includes four main groups:

1. Network management controls – for example, modal filters, speed restrictions, road space reallocation, access restrictions and capacity constraints.
2. Smarter choices & behavioural change campaigns – for example, personalised travel planning, marketing and promotions, home working, etc.
3. Pricing measures – for example, road user charges, low emission zones, parking charges and workplace parking levies, public transport ticketing incentives, etc.
4. Planning controls – for example, parking standards, design codes, mixed use and intensification of developments, developer contributions, etc. (Assumed largely outside scope of LTP).

Road user charges (4) has the highest potential to influence car dependency of all interventions, based on the users willingness to pay to drive.

Example: The original London congestion charge (2003) reduced vehicle km by 33% within the city centre cordon. Initial results from the larger London ULEZ zone has shown a 3-9% reduction in vehicle km and up to 13% reduction in emissions within the cordon.

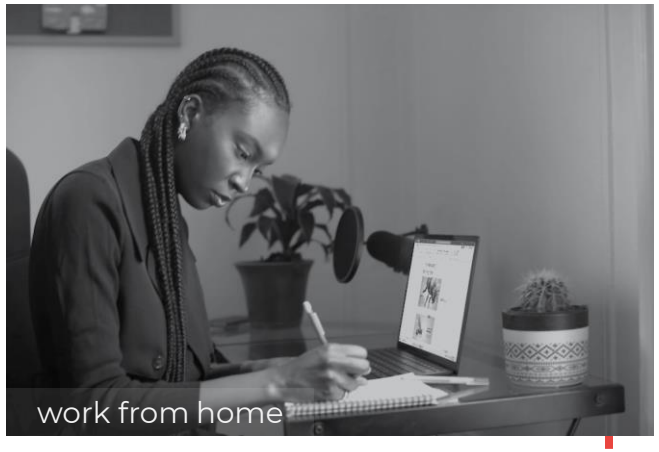
parking charges

speed restrictions

capacity constraints

road user charges

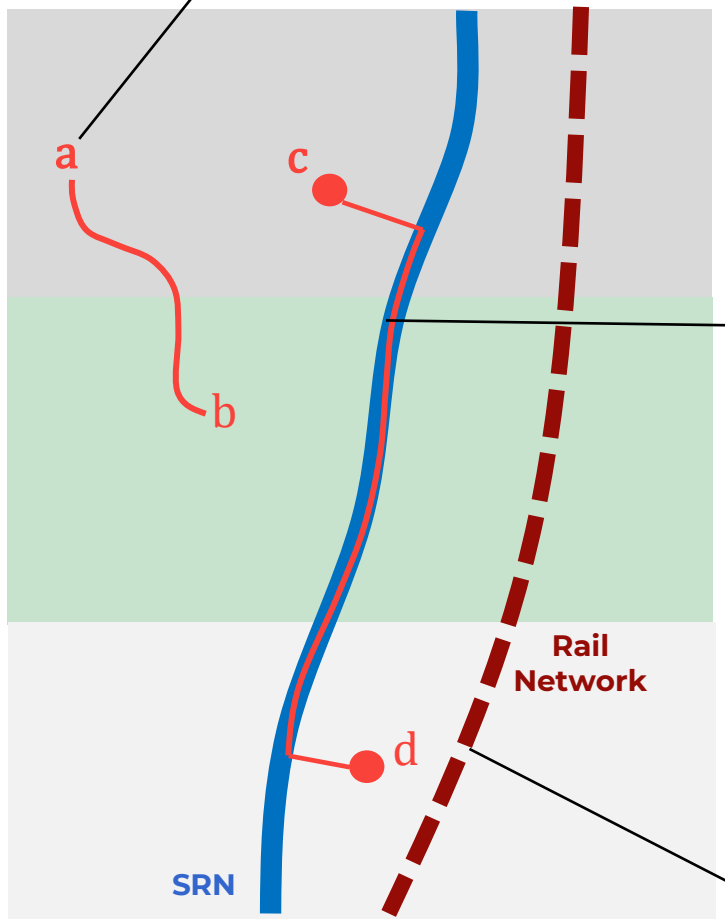
low emission zones


work from home

RATIONALE TO TESTING "INFLUENCING MEASURES"

Influencing Factors	Rationale	Lever in Carbon Tool
Emissions in CPCA Control	Through-trips (trips without a destination within the administrative boundary of the authority) and rail are outside the direct influence of authorities to address through their LTCP.	Remove vehicle km from through trips
Traffic Growth	To account for improvements across spatial planning, we will make assumptions based on the latest evidence from the Committee on Climate change, alongside spatial planning and decarbonisation studies to quantify the extent to which emissions from traffic growth can be avoided.	Reduction in vehicle km traffic growth
Spatial Planning / Self-Containment test	Increasing levels of self-containment can be achieved through optimising the spatial allocation of new developments (20-minute neighbourhoods etc). Evidence is intended to demonstrate the interplay with spatial planning and network-focused interventions, quantifying the impact of fewer vehicle trips over short distances	Reduction in vehicle km for trips <5km
Substitute Trips (impact of online services)	To account for changes in travel behaviour due to home-working and digital service delivery, we will make assumptions and estimate the percentage reduction in vehicle km travelled.	Reduction in commuting trips
Active Travel and Shared Modes	Trip patterns are likely to change following the continued introduction of new transport policies and measures. We intend to provide a high level estimate of how new modes of travel (micro mobility, car clubs, DRT etc) can extend the demand potential of traditional sustainable transport options (walk / cycle / public transport).	Reduction in all trips to urban areas
Alternative Fuels Uptake	Vehicle fleet composition and the uptake of electric vehicles can have a significant bearing on carbon emissions trajectories. The baseline model used in this assessment uses TAG assumptions of electric vehicle uptake which are based on current forecasts but do not include the 2030 ban on the sale of new petrol and diesel (ICE) vehicles.	Reduction in emissions per vehicle km by using updated EV forecast
Impact of BSIP	The Bus Service Improvement Plan (BSIP) has the potential to supplement measures identified in the LTCP to expediate the switch to public transport. Phase 3 will quantify the potential scale of impact of these changes.	Reduction in vehicle km travelled in response to growth in PT patronage
Future Mobility Solutions to Freight	42% of vehicle emissions in CPCA relate to trips made by HGVs and LGVs. As trip patterns continue to change, future mobility solutions such as first and last mile measures, consolidation centres and network management measures will be required to decarbonise servicing and freight trips on the network.	Reduction in LGV / HGV emissions
Demand Management (Physical Constraints)	Physical constraints are now being deployed to restrict vehicle use in targeted locations to reach policy objectives. The study will provide a high-level indication of the potential impact of these demand management measures (capacity and access constraints) in urban centres.	Multiple levers, variable impact
Demand Management (Pricing Measures)	Beyond the scope of traditional measures, pricing measures are expected to have the greatest influence on travel behaviour and therefore carbon emissions. Based on their scale of potential influence, the 4 measures identified below will be assessed: - Cordon-Based Road User Charge (RUC) - Area Wide Charge (RUC) - pay per km - Workplace Parking Levy (WPL) - Car Park Pricing Strategies	Multiple levers, variable impact

Emissions in the Combined Authority's and District's Influence



trip a > b
Trip with origin or destination in CPCA– arguably in direct influence of the Combined Authority or districts

trip c > d
Through trip without origin or destination in CPCA – arguably NOT in direct influence of the Combined Authority or districts?

Rail trip
Emissions from operational rail use – arguably NOT in direct influence of the Combined Authority or districts?

MODEL RESULTS

Through trips, which are largely outside the direct influence of the CA are apportionable to:

2031 vkm = 35%

2031 emissions = 41%

Supporting evidence on emissions profile from 2019:

- Trip Length (miles): 25 to 50 = 17% | 50+ = 37%
- Road type: 45% Local | 10% MRN | 45% SRN

Significance to Phase 3 Modelling

- Of all measures modelled within this study, only road user charges will impact vehicle through trips.
- This means the intensity of measures has to be disproportionately increased to offset the emissions outside of the direct influence of the CPCA.

Significance to LTP QCR Guidance

- QCR guidance expected to require LTAs to report total emissions in order to provide a holistic view
- DfT unlikely to offer an explicit view of the scope of emissions within different authority's influence or responsibility
- Excluding emissions such as through-trips can present a more targeted picture of the 'gap' to target and support engagement with other authorities.

IMPACT OF LIMITING TRAFFIC GROWTH

Rationale: The TDCM includes growth factors to account for housing projections and traffic growth. This assumes that new growth broadly replicates current travel patterns and that all new developments induce travel demand. The Government has made the significant step of acknowledging the need to limit traffic growth, but have not as yet set a specific ambition or target. The TDP and CCC Report to Parliament have raised concerns that not all available levers are currently being used. To quantify the potential scale of emissions reductions which are achievable by limiting traffic growth, we have applied sensitivity tests to the growth factors used in the traffic model.

Method:
1. Identify annual growth in vehicle km travelled (~ 1% to 2% per year)
2. Apply manual reductions to the growth

Assumption:
CPCA requires a Spatial Development Strategy (SDS) to apply a carbon lens to the Local Plan alongside the LTP measures to enable this reduction

Step 1: Identify annual growth factors

Baseline	2025	2030	2035	2040	2045	2050
Total Vehicle km (vkm)	30,955,128	33,213,493	34,686,651	36,415,108	38,309,678	40,245,776
Total Emissions (tCO2e)	2,034,337	1,882,579	1,721,827	1,558,827	1,504,140	1,476,531
Year on year Vkm growth	1.015	1.014	1.010	1.010	1.010	1.010

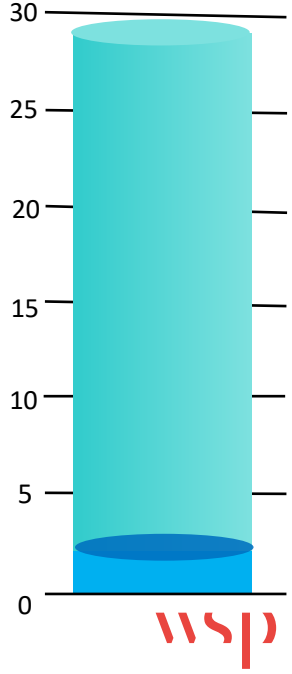
Step 2: Apply manual reductions to the growth factors

Reduction Factor		2031	% Emission Reduction
10% reduction in annual growth	Vkms	45,167	**0.57%**
	Emissions	10,466	
25% reduction in annual growth	Vkms	112,918	**0.76%**
	Emissions	14,154	
50% reduction in annual growth	Vkms	225,837	**1.16%**
	Emissions	21,528	

*Baseline Total 2031 Vkm : 33,303,888 | 1,852,228 tCO2e

Considerations for LTP:
New developments offer significant opportunity to embed carbon neutral travel patterns, avoiding further car dependency. Once developed, its increasingly difficult (and costly) to retro-fit sustainable travel choices.
- Action requires greater co-ordination between transport planning and highways development management.

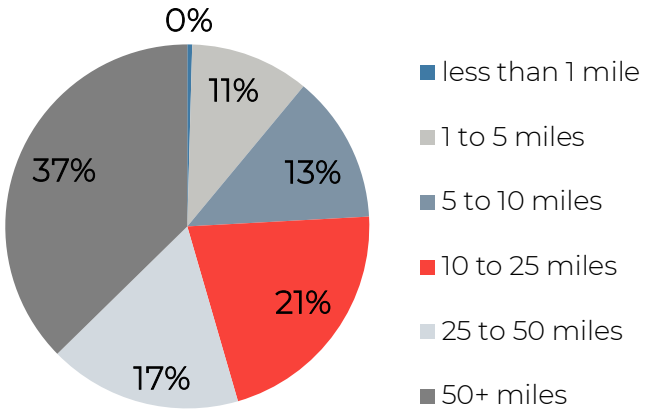
Contribution to 15% Reduction Policy



SELF CONTAINMENT TEST (SPATIAL PLANNING)

Rationale: Design codes for new developments advocate the 20-minute neighbourhood as best practise – allowing trips within a 20 minute journey time to be made by walk / cycle. Successful neighbourhoods would encourage localisation by brining more services and activities closer to residents – including local shopping and health facilities, education, green spaces, housing, safe streets, public transport and employment.

Emissions by journey Distance



Method:

1. Identify responsive demand (car trips < 5 miles in distance)
2. Apply trip reduction factor by trip purpose for internal, in-bound and out-bound trips

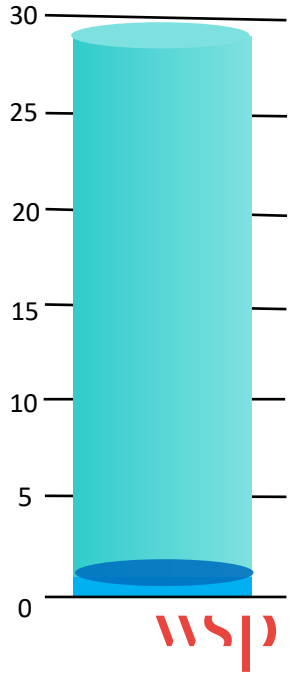
Assumption:

Only applied to Cambridge and Peterborough
Reduction in car trips/vehicle kms by purpose: Business: 10% | Commute: 10% | Other (personal business, leisure, shopping): 14%
LGV / HGV movements non responsive

Results:

Impact in 2031	CPCA
Responsive Trips (Total trips within distance band)	2,676,755 (8%)
Total Responsive Trips after reduction (vkm and %)	2,385,079 (-10.9%)
Reduction in CPCA trips (vkm and %)	291,676 (-0.87%)
Reduction in CPCA trips emissions (tC02e and %)	12,161 (-0.65%)

Contribution to 15% Reduction Policy



Supporting evidence on emissions profile from 2019:

- Trip Length (miles): 25 to 50 = 17% | 50+ = 37%
- Road type: 45% Local | 10% MRN | 45% SRN

Considerations for LTP:

Requires integration of land use planning and LTP
Requires place-based approach to infrastructure delivery
Requires behavioural change

*Baseline Total 2031 Vkm : 33,303,888 | 1,852,228 tCO2e

IMPACT OF ONLINE SERVICES

Rationale: Increased provision of online services and opportunities provides the potential to reduce emissions by reducing travel as people work, attend meetings or appointments or shop virtually at home or at a local digital hubs, rather than making a journey. This would build on the step-change in virtual activity seen during the COVID-19 pandemic. Increased activity relies on strong digital connectivity based on strong and reliable 5G and broadband connections in homes, businesses and local digital hubs (to provide alternatives to connecting at home) and on public and private sector bodies increasing the range of online services they provide.

Method:

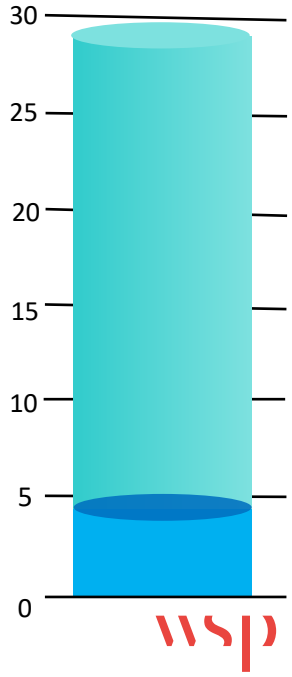
1. Identify responsive demand (HGV Trips excluded)
2. Apply trip reduction factor by trip purpose

Assumption:

Reduction in car trips/vehicle kms by purpose: Business: 10% | Commute: 10% | Other (personal business, leisure, shopping): 10%
Business LGV = Increased by 5%
HGV movements non responsive

Results (in 2031)	CPCA
Responsive Trips (Total trips within each purpose)	31,372,918 (93%)
Reduction in responsive trips (vkm and %)	29,012,039 (-7.53%)
Reduction in CPCA trips (vkm and %)	2,360,879 (-7.01%)
Reduction in CPCA trips emissions (tC02e and %)	86,595 (-4.63%)

Contribution to 15% Reduction Policy

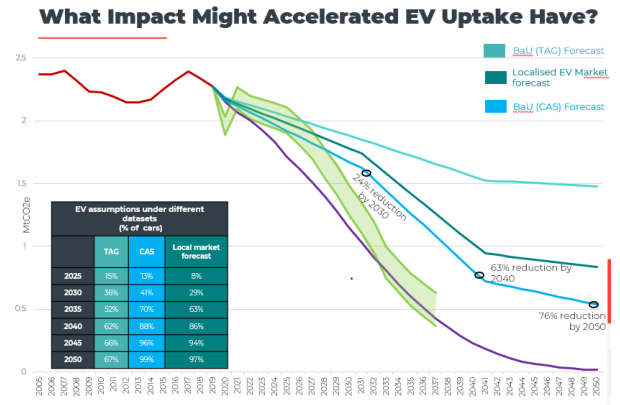


Considerations for LTP:

Raises importance of improved digital connectivity
Importance of freight solutions to offset LGV trips (particularly for first and last mile).
Measures will also need to be carefully designed and implemented with other measures to prevent 'rebound travel' where people make other journeys with the time made available and increases in van deliveries

*Baseline Total 2031 Vkm : 33,303,888 | 1,852,228 tCO2e

ALTERNATIVE FUELS UPTAKE



Refer back to slide 7 for more information on EV impact

EV Uptake Scenarios tested:

1. **Business-as-Usual (TAG) Scenario** – based on latest version of TAG Databook A.1.3.9.
- Minimum requirement of QCR guidance
1. **DfT Common Analytical Scenario** – table VL1 from the vehicle led decarbonisation scenario.
-Minimum requirement of QCR guidance
1. **Localised market forecast** - derived from WSP's EV: Ready tool and processed from a range of forecasts.
- Considered Optional by QCR guidance.

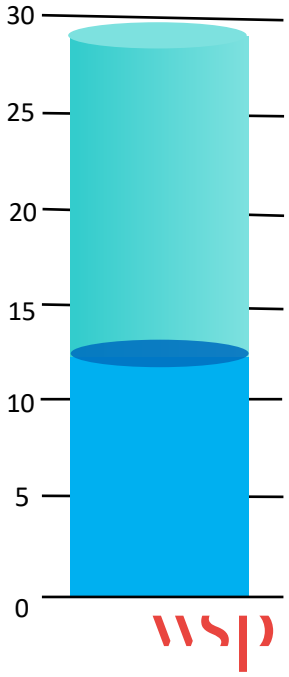
Method

To assess a best case scenario of EV uptake, the Common Analytical Scenario will be taken from the Business-as-Usual emissions in 2031.

This will highlight the residual emissions which avoid and shift measures must seek to address through the LTP4.

Scenario	2031 Emissions
BAU TAG (MtCO2e)	1.85
CAS (MtCO2e)	1.62
Reduction	**12%**

Contribution to 15% Reduction Policy



Considerations for LTP Development

TAG A1.3.9 should be considered the lower limit as it represents firm and funded policies, and recognised growth forecasts (NTM / RTF). However, this will not account for national bans on new Internal Combustion Engine Vehicles (ICEVs) in 2030.

The 'accelerated ZEV uptake' Common Analytical Scenario should be considered the upper limit or best case scenario of potential ZEV uptake nationally.

Local Authorities Role

Authorities have a critical role to play in planning and delivering the charging infrastructure that will enable ambitious uptake of ZEVs; particularly where the market may fail to do so. While national policy will likely drive higher uptake than currently modelled in TAG data, the ambitious levels of ZEV uptake included in the CAS are unlikely to be achieved without ambitious delivery of local charging infrastructure. Authorities must therefore have a local EV infrastructure strategy to ensure sufficient charging infrastructure will be delivered in their area. Further guidance is provided in the 'Local Transport Plan Guidance 2023' and UK electric vehicle infrastructure strategy.

*Baseline Total 2031 Vkm : 33,303,888 | 1,852,228 tCO2e

POTENTIAL CARBON IMPACT OF ACHIEVING BSIP TARGETS

Rationale:
The Bus Service Improvement Plan (BSIP) has the potential to supplement measures identified in the LTCP to expediate the switch to public transport. Phase 3 will quantify the potential scale of impact of these changes. Our analysis will estimate the scale of reduction in car use you could expect if BSIP reaches its target for bus patronage. We will also test the impact of discounting fare prices across CPCA.

Inputs:
2019 Baseline Passenger Trips: 29.3 million
2024 / 25 BSIP Target Passengers: 33.7 million (15% uplift)
NTS Survey (NTS0601, NTS0605)
TAG Databook (Table A.5.4.6)

Method:
1. Identify increase in bus patronage
2. Quantify mode shift from car to bus (increase in bus passenger trips * TAG diversion factor)
3. Vehicle trips * average trip distance to calculate total vkm saved
4. Convert vkm to tC02e

Assumption:
Another BSIP is delivered between 2025 – 2030.
Growth in passenger trips is from a 2019 baseline.

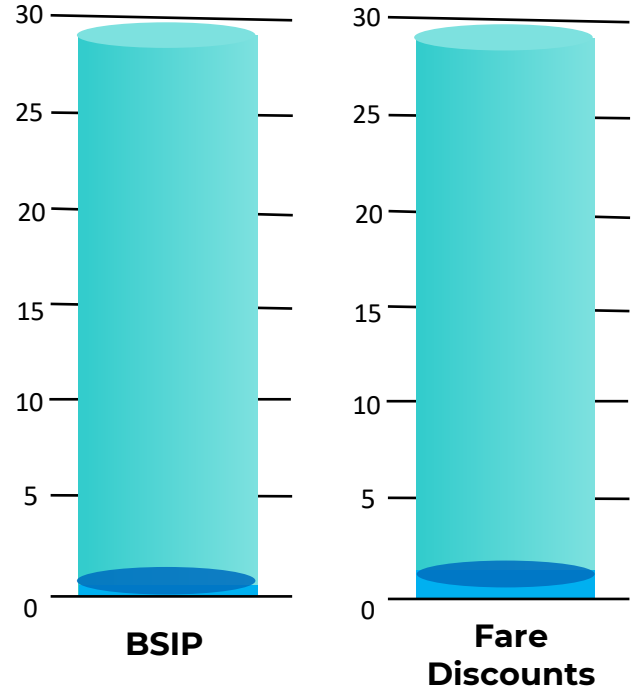
Passenger Growth Sensitivity Test Results:

Intervention	Annual Bus Passenger Trips	Car Trips Removed (daily)	Vkm Removed (daily)	Annual Emissions (tCO2e)	% reduction in CPCA Emissions
BSIP Target (15%)	33.7m	3,000	37,004	2,004	0.11%
30% Growth	38.1m	5,993	73,925	4,003	0.21%
50% Growth	43.9m	9,989	123,208	6,672	0.36%
100% Growth	58.6m	19,977	246,415	13,344	0.71%

Fare Discount Results

Intervention	Annual Emissions (tCO2e)	% reduction in CPCA Emissions
50% reduction	14,313	0.77%
100% reduction	28,644	1.53%

Contribution to 15% Reduction Policy



Considerations for LTP:
Scale of impact reflects limitations of funding mechanisms for public transport improvement
Optimising the provision of services (routing, capacity and frequency) could return a greater level of carbon reduction than that purported.

*Baseline Total 2031 Vkm : 33,303,888 | 1,852,228 tCO2e

FUTURE MOBILITY SOLUTIONS TO FREIGHT

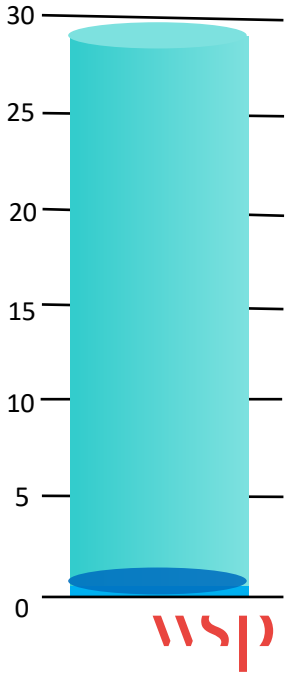
Rationale: LGV / HGV movements make up 42% of emissions in CPCA. For short distance trips of less than 5 miles, they constitute 1% of vehicle km, but 3% of total emissions. Particularly with the rise of home deliveries, there is a need to provide first and last mile solutions to freight deliveries. This sensitivity test quantifies the potential scale of carbon reduction which can be achieved by reducing the vkm assigned to LGV / HGV movements within the urban areas of Cambridge and Peterborough.

Method:
1. Identify responsive demand
2. Apply trip reduction factor for internal, in-bound and out-bound trips

Assumption:
Only applied to Cambridge and Peterborough
Car trips are excluded
Assumes freight deliveries are shifted to zero emission vehicles

Results (in 2031)	CPCA	Cambridge	Peterborough
Responsive Trips (Total trips affected)	326,333 (1%)	125,847 (9.4%)	200,486 (2.8%)
Reduction in daily responsive trips (vkm and %)	261,067 (-20%)	100,678 (-20%)	160,389 (-20%)
Reduction in daily trips (vkm and %)	65,267 (-0.19%)	25,169 (-1.9%)	40,097 (-0.56%)
Reduction in annual emissions (tC02e and %)	5,357 (-0.29%)	1,628 (-2.50%)	**3,729 (-1.01%)**

Contribution to 15% Reduction Policy



Considerations for LTP:
Measures to improve efficiency of supply chain required across all scales
Requires public / private partnership and co-ordination.
Shift to electric vehicles (vans, cargo bikes etc) essential.
Consolidation centres and consolidation of operations essential.

*Baseline Total 2031 Vkm : 33,303,888 | 1,852,228 tCO2e

CITY CENTRE CAPACITY CONSTRAINTS

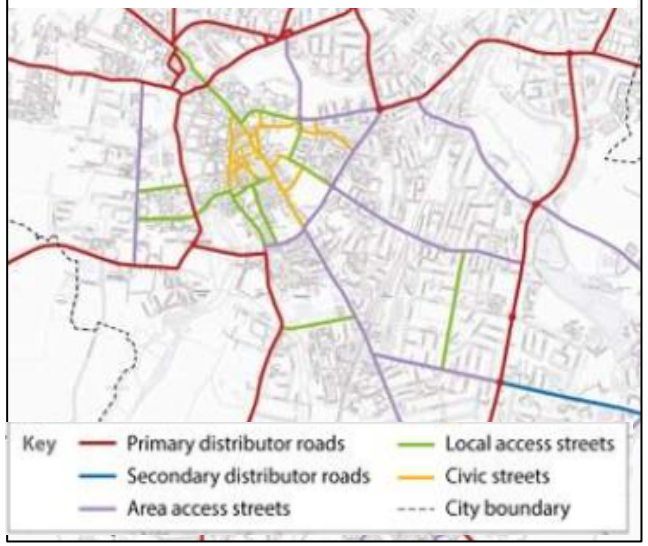
Rationale: Vehicle capacity constraints are physical constraints deployed to restrict vehicle use in targeted locations to reduce vehicle numbers and emissions. For this study these will be for a cordon based reduction, based on the city centre. The study will provide a high-level indication of the potential impact of these demand management measures (capacity and access constraints) in urban centres.

Method:
1. Identify city centre cordon and traffic data (shown below)
2. Identify responsive trips – traffic within cordon (exclude through trips)
3. Apply reduction factor to all responsive trips

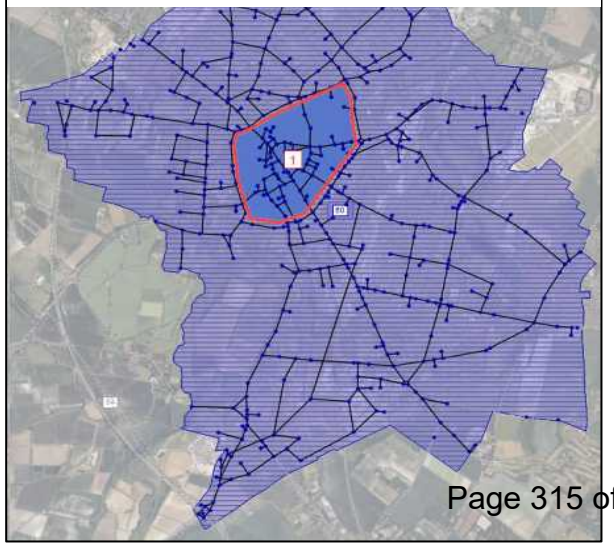
Assumption:
Affects all trip purposes
Through trips excluded
Applies separate reduction factors to both responsive trips and non responsive trips (to account for traffic displacement)

Results (in 2031)	Capacity Restraint
Responsive Trips (Total trips captured by cordon)	2,823,816 (8.39%)
Reduction in responsive trips (vkm and %)	2,654,387 (-6%)
Reduction in CPCA trips (vkm and %)	169,429 (-0.5%)
Reduction in CPCA trips emissions (tC02e and %)	**8,521 (-0.5%)**

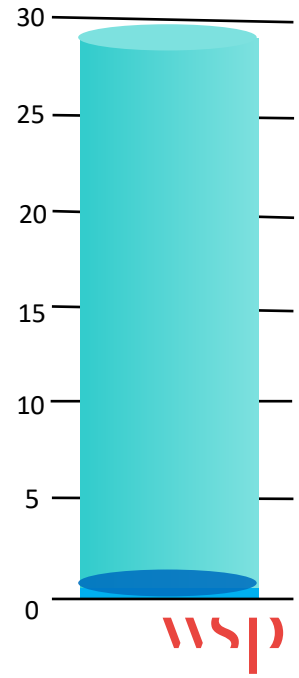
"A new Road Classification for Cambridge"
Making Connections



Phase 3:
Cambridge City Centre Cordon



Considerations for LTP
- To achieve a new road classification system for Cambridge and Peterborough, significant changes to the network are required to rebalance the priority between different road users.
- Removing capacity for vehicles can be achieved through
- Roadspace reallocation
- Mo



CORDON BASED ROAD USER CHARGE

DESCRIPTION : Cordon based road user charge schemes involve charging drivers a fee for driving within a specified charging zone. Fees can vary by vehicle type (including emissions category), time period (peak period only etc) and can include a number of exemptions. For this study, a flat fee has been assigned to any vehicle driving in the designated cordons within Cambridge and Peterborough. Sensitivity tests have then been applied to estimate the impact of a variable charge (peak period travel only) and a congestion charge (HGV only)

METHOD OVERVIEW

1. Identify Monetary cost of travel/hr in forecast year (MCT): Value of time (VOT) + Vehicle operating Cost (VOC) * Speed
2. Calculate total cost of travel/hr in forecast (TCT) by adding the Monetary cost of travel/hr with Cordon Based Charge (Pence/hr).
3. Identify responsive vehicle km (trips entering cordon)
4. Select the Elasticity values based on Traffic type and Short term/Long term effect.
5. Calculate reduction in VKT.
6. Run VKT through Carbon Tool

INPUTS

Congestion Charge (Pence/hr) - Input required.
VKM taken from Road Genesis
Short term/Long term elasticity figures
VOT (Pence/min) - GCV Webtag May 2022
VOC (Pence/km) - GCV Webtag May 2022
Speed (Km/hr) and distance bands.

ASSUMPTIONS

A flat fee is charged for any vehicle which travels within the cordon .£8 is considered a suitable starting intensity Charge fee will need to increase in line with value of time increases to maintain effectiveness

EVIDENCE SOURCES

TAG Data Book (VOT/VOC/GDP Deflator)
Elasticities from Literature - using London as a benchmark.

SCHEME IMPACT

Scale	Cambridge	Y
	Peterborough	Y
	All CPCA	N
Time Period	All Periods	Y
	AM / PM Peak Only	Y
Vehicle Type	Car	Y
	LGV	Y
	HGV	Y
Genesis	Internal	Y
	Inbound / Outbound	Y
	Through Trips	Y
Journey Distance	All Distances	Y
	0-5 miles only	N
Journey Purpose	All Purposes	Y
	Commute / Business only	N

RESULTS

Headline Findings:

- ~10% of total vkm captured by Cambridge and Peterborough cordons
- Cordons reduce vkm by > 25% within the respective cities
- Total impact lower than found elsewhere due to high % non responsive

CPCA Results (in 2031)	£8 per day	£10 per day	£15 per day	£30 per day
Responsive Trips (Total trips captured by cordon)	3,429,436 (10.2%)	3,429,436 (10.2%)	3,429,436 (10.2%)	3,429,436 (10.2%)
Reduction in responsive trips (vkm and %)	2,568,239 (-25.1%)	2,352,940 (-31.4%)	1,814,692 (-47.1%)	522,477 (-84.8%)
Reduction in CPCA trips (vkm and %)	861,197 (-2.56%)	1,076,496 (-3.2%)	1,614,744 (-4.8%)	2,906,959 (-8.63%)
Reduction in CPCA trips emissions (tC02e and %)	**37,157 (2%)**	**46,446 (2.5%)**	**69,669 (3.7%)**	**127,154 (6.8%)**

CORDON BASED ROAD USER CHARGE (VARIABLE CHARGE)

DESCRIPTION : Cordon based road user charge schemes involve charging drivers a fee for driving within a specified charging zone. Fees can vary by vehicle type (including emissions category), time period (peak period only etc) and can include a number of exemptions. For this study, a flat fee has been assigned to any vehicle driving in the designated cordons within Cambridge and Peterborough. Sensitivity tests have then been applied to estimate the impact of a variable charge (peak period travel only) and a congestion charge (HGV only)

METHOD OVERVIEW

1. Identify Monetary cost of travel/hr in forecast year (MCT): Value of time (VOT) + Vehicle operating Cost (VOC) * Speed
2. Calculate total cost of travel/hr in forecast (TCT) by adding the Monetary cost of travel/hr with Cordon Based Charge (Pence/hr).
3. Identify responsive vehicle km (trips entering cordon)
4. Select the Elasticity values based on Traffic type and Short term/Long term effect.
5. Calculate reduction in VKT.
6. Run VKT through Carbon Tool

INPUTS

Congestion Charge (Pence/hr) - Input required.
VKM taken from Road Genesis
Short term/Long term elasticity figures
VOT (Pence/min) - GCV Webtag May 2022
VOC (Pence/km) - GCV Webtag May 2022
Speed (Km/hr) and distance bands.

ASSUMPTIONS

Charge only applies to AM and PM peak travel
Modelling does not take into account peak spreading
£8 is considered a suitable starting intensity
Charge fee will need to increase in line with value of time increases to maintain effectiveness

EVIDENCE SOURCES

TAG Data Book (VOT/VOC/GDP Deflator)
Elasticities from Literature - using London as a benchmark.

SCHEME IMPACT

Scale	Cambridge	Y
	Peterborough	Y
	All CPCA	N
Time Period	All Periods	N
	AM / PM Peak Only	Y
Vehicle Type	Car	Y
	LGV	Y
	HGV	Y
Genesis	Internal	Y
	Inbound / Outbound	Y
	Through Trips	Y
Journey Distance	All Distances	Y
	0-5 miles only	N
Journey Purpose	All Purposes	Y
	Commute / Business only	N

RESULTS

Results (in 2031)	8 pounds per day	15 pounds per day	30 pounds per day
Responsive Trips (Total trips captured by cordon)	1,408,856 (4.18%)	1,408,856 (4.18%)	1,408,856 (4.18%)
Reduction in responsive trips (vkm and %)	1,047,575 (26%)	731,454 (-48%)	183,459 (-87%)
Reduction in CPCA trips (vkm and %)	361,281 (-1.07%)	677,401 (-2.01%)	1,225,397 (-3.64%)
Reduction in CPCA trips emissions (tC02e and %)	15,228 (-0.82%)	28,553 (-1.53%)	52,117 (-2.79%)

AREA WIDE ROAD USER CHARGE

DESCRIPTION : Area wide road user charge schemes involve charging drivers a fee for driving within a specified charging zone. Similar to cordon base charges, fees can be variable. For this study, three tests have been undertaken: 1) a flat fee per km travelled for every vehicle, 2) a variable fee, where per km travelled outside of the urban cordons (Cambridge and Peterborough) there is a 50% higher fee compared to vehicle km within these cordons, and 3) an electric vehicle subsidy, where 50% discount is applied for trips undertaken in an electric vehicle to account for the difference in user emissions per trip.

METHOD OVERVIEW

1. Identify Monetary cost of travel/hr in forecast year (MCT) using TAG data. Value of Time (VOT) + Vehicle operating cost (VOC) * Speed.
2. Calculate the total cost of travel/hr in forecast (TCT): Monetary cost of travel/hr (MCT) + cordon based-charge.
3. Estimate % increase in avg. Travel Cost
4. Estimate % Reduction in vehicle km travelled
5. Calculate reduction in vehicle km travelled for each link.

INPUTS

Congestion Charge (Pence/hr) - Input required
Fixed Charge (Pence/hr)
Variable Charge (Pence/hr)
Electric Vehicle Subsidy (Pence/hr)
VOT (Pence/min) - GCV Webtag May 2022
VOC (Pence/km) - GCV Webtag May 2022
Speed (Km/hr) and distance bands.

ASSUMPTIONS

The charge applies at all time periods, for all journey purposes and on all road types (except SRN).
Charge will need to increase in line with changes in value of time to maintain effectiveness

EVIDENCE SOURCES

TAG Data Book (VOT/VOC/GDP Deflator)
Elasticities from TAG Unit M2.1

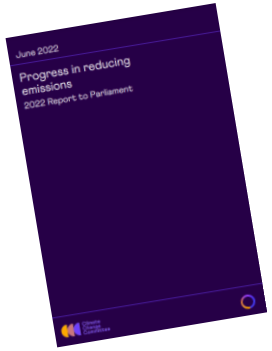
SCHEME IMPACT

Scale	Cambridge	Y
	Peterborough	Y
	All CPCA	Y
Time Period	All Periods	Y
	AM / PM Peak Only	Y
Vehicle Type	Car	Y
	LGV	Y
	HGV	Y
Genesis	Internal	Y
	Inbound / Outbound	Y
	Through Trips	Y
Journey Distance	All Distances	Y
	0-5 miles only	N
Journey Purpose	All Purposes	Y
	Commute / Business only	Y

RESULTS

	Responsive Trips	Reduction in responsive trips (vkm and %)	Reduction in CPCA trips (vkm and %)	Reduction in CPCA trips emissions (tC02e and %)
Pay per Mile Current Approach (10 pence)	33,665,166 (100%)	31,286,706 (-7%)	2,378,460 (-7.07%)	95,812 (-5.1%)
Pay per Mile Current Approach (20 pence)	33,665,166 (100%)	28,908,246 (-14%)	4,756,921 (-14.13%)	191,625 (-10.3%)
Pay per Mile Current Approach (25 pence)	33,665,166 (100%)	27,719,015 (-18%)	5,946,151 (-17.66%)	239,531 (-12.8%)
Pay per Mile Current Approach (50 pence)	33,665,166 (100%)	21,772,865 (-35%)	11,892,302 (-35.33%)	479,062 (-25.6%)
Pay per Mile Current Approach (100 pence)	33,665,166 (100%)	11,026,995 (-67%)	22,638,171 (-67.25%)	913,744 (-48.9%)
Pay per Mile Equity Option (10 pence)	33,665,166 (100%)	30,961,016 (-8%)	2,704,150 (-8.03%)	110,720 (-5.93%)
Pay per Mile Equity Option (20pence)	33,665,166 (100%)	28,256,867 (-16%)	5,408,300 (-16.06%)	221,440 (-11.9%)
Pay per Mile Equity Option (25 pence)	33,665,166 (100%)	26,904,792 (-20%)	6,760,375 (-20.08%)	276,800 (-14.8%)
Pay per Mile Equity Option (50 pence)	33,665,166 (100%)	20,144,417 (-40%)	13,520,749 (-40.16%)	553,600 (-29.6%)
Pay per Mile Equity Option (100 pence)	33,665,166 (100%)	10,241,556 (-70%)	23,423,610 (-69.58%)	956,583 (-51.2%)
Pay per Mile EV Subsidy (10 pence)	33,665,166 (100%)	31,251,178 (-7%)	2,413,989 (-7.17%)	97,142 (-5.2%)
Pay per Mile EV Subsidy (20pence)	33,665,166 (100%)	28,837,189 (-14%)	4,827,978 (-14.34%)	194,283 (-10.4%)
Pay per Mile EV Subsidy (25 pence)	33,665,166 (100%)	27,630,194 (-18%)	6,034,972 (-17.93%)	242,854 (-13%)
Pay per Mile EV Subsidy (50 pence)	33,665,166 (100%)	21,599,779 (-36%)	12,065,387 (-35.84%)	485,542 (-26%)
Pay per Mile EV Subsidy (100 pence)	33,665,166 (100%)	12,615,566 (-63%)	21,049,600 (-62.53%)	857,942 (-45.9%)

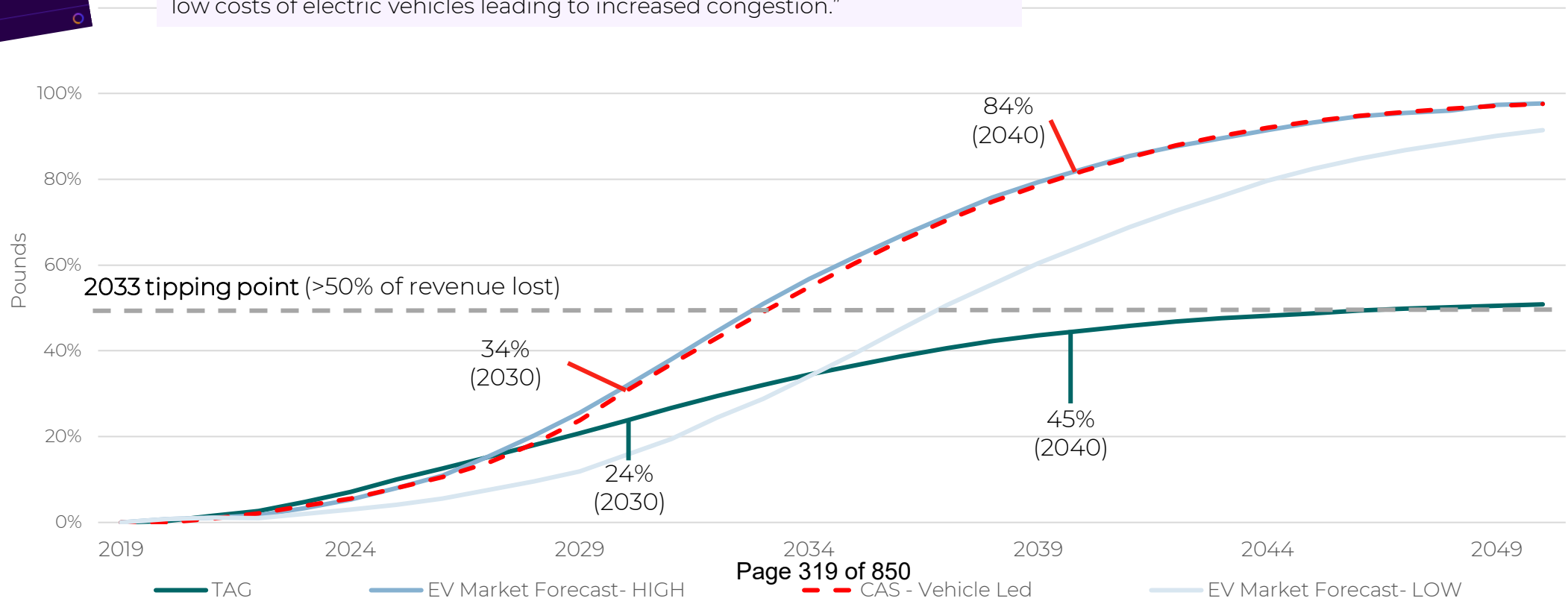
National Road Pricing (RUC) on its Way?



- Growing concerns that "Zero emission vehicles shouldn't mean zero tax revenue" UK Government Inquiry (Dec 2020)
- Fuel duty accounts for over 1% of all national income ~ £28bn from fuel duty and £7bn from vehicle exercise duty per annum.
- National reform likely to influence local agenda as early as 2028:

"It will be necessary for the UK to introduce some form of road pricing to fill the fiscal hole that will be left by the erosion of fuel duty, and to prevent the low costs of electric vehicles leading to increased congestion."

- National RUC has the potential to reduce local emissions by 5-10%. It provides a means of targeting through trips and longer distance journeys which are currently largely out of scope.
- However, given the government is likely to use RUC as a replacement for existing fiscal measures, it is not deemed appropriate as a localised intervention.
- It also doesn't preclude the CA or districts developing their own charging schemes which are based on addressing travel demand, tailored to local circumstances.
- For example, CAZs and congestion charges already operate alongside fuel duty.
- No certainty IF or WHEN national RUC will be delivered



WORKPLACE PARKING LEVY (WPL)

DESCRIPTION : Workplace parking levy's (WPL) is a charge which applies to businesses who provide a set number of parking spaces within a cordon. The employer has to pay the cost or pass the cost onto the employee. For this study, the cost is to the individual user.

METHOD OVERVIEW

1. Quantify Responsive trips. Sum all commute and business trips with a destination in Cambridge and Peterborough.
2. Quantify No. of WPL spaces. No. of jobs (TEMPRO) * No. of spaces per job.
3. WPL Traffic %. No. of WPL spaces divided by total responsive trips VKM.
4. % Reduction in responsive trips VKM. Apply elasticity factor based on recent study findings.

INPUTS

No. of WLP spaces
~25,000 Peterborough
~16,000 Cambridge
Charge per space (Pence/hr)
Speed (Km/hr) and distance bands.

ASSUMPTIONS

WPL is only applicable to commute and business traffic.
Each WPL space is assumed to create one single trip in a day (Two-way).
Assumes WPL charge is a cost to the individual user.

EVIDENCE SOURCES

WPP Spaces from online (ukbusinessworkbook2022), Reduction from Literature (Options for Fiscal Measures, West of England Joind Transport Study, 2017), Tour Proportion from DIADEM Manual

SCHEME IMPACT

Scale	Cambridge	Y
	Peterborough	Y
	All CPCA	N
Time Period	All Periods	Y
	AM / PM Peak Only	Y
Vehicle Type	Car	Y
	LGV	N
	HGV	N
Genesis	Internal	Y
	Inbound / Outbound	Y
	Through Trips	N
Journey Distance	All Distances	Y
	0-5 miles only	N
Journey Purpose	All Purposes	N
	Commute / Business only	Y

RESULTS

Results (in 2031)	£458 (annual)	£1000 (annual)	£2,000 (annual)
Responsive Trips (Total trips captured by cordon)	1,429,033 (4.24%)	1,429,033 (4.24%)	1,429,033 (4.24%)
Reduction in responsive trips (vkm and %)	1,411,880 (-1%)	1,396,924 (-2%)	1,371,997 (-4%)
Reduction in CPCA trips (vkm and %)	17,153 (-0.05%)	32,110 (-0.10%)	57,037 (-0.17%)
Reduction in CPCA trips emissions (tC02e and %)	679 (-0.04%)	1,267 (-0.07%)	2,248 (-0.12%)

Headline Findings:

- ~4% of total vkm captured by Cambridge and Peterborough cordons
- ~1% to 4% reduction in Cambridge and Peterborough vkm, due to willingness to pay and comparison with price to park in public spaces.

CAR PARK PRICING STRATEGIES

DESCRIPTION : Car park pricing strategies involve increased charges to discourage car based travel by increasing the overall journey cost and providing a trip end constraint. For this study, only local authority owned car parks have been included, and the charge applies to any vehicle parking regardless of time period or journey purpose.

METHOD OVERVIEW

1. Quantify total car park traffic demand. No. of car park spaces * trip rate (car park surveys) * average trip length (NTS).
2. Quantify change in demand. Apply elasticity to responsive traffic.
3. Quantify reduction in vehicle km. Business as usual Scenario.

INPUTS

Entry and Exit Data.
No. Car parking spaces
Average trip length
Short term/Long term elasticity figures
Distance bands.

ASSUMPTIONS

Only applies to LA owned car park spaces
The charge applies to any vehicle that parks in the car park, regardless of time period or journey purpose.
Average journey distance to be applied in emissions calculations

EVIDENCE SOURCES

Car Park Spaces from Online (https://www.peterborough.gov.uk/residents/parking/car-park-locations; https://maps.cambridgeshire.gov.uk/?tab=maps), Elasticities from Literature (Hensher and King, 2001, Table 6)

SCHEME IMPACT

Scale	Cambridge	Y
	Peterborough	Y
	All CPCA	N
Time Period	All Periods	Y
	AM / PM Peak Only	Y
Vehicle Type	Car	Y
	LGV	N
	HGV	N
Genesis	Internal	Y
	Inbound / Outbound	Y
	Through Trips	N
Journey Distance	All Distances	Y
	0-5 miles only	N
Journey Purpose	All Purposes	Y
	Commute / Business only	N

RESULTS

Results (in 2031)	Cost increased to £ an hour minimum	Cost increased to £1000 a year	Cost increased to £2000 a year
Responsive Trips (Total trips captured by cordon)	324,126 (0.96%)	324,126 (0.96%)	324,126 (0.96%)
Reduction in responsive trips (vkm and %)	314,370 (-3%)	299,735 (-8%)	275,345 (-15%)
Reduction in CPCA trips (vkm and %)	9,756 (-0.03%)	24,390 (-0.07%)	48,781 (-0.14%)
Reduction in CPCA trips emissions (tC02e and %)	374 (-0.02%)	934 (- 0.05%)	1,868 (-0.10%)

Physical Demand Management – Access Constraints (LTNs)

DESCRIPTION : Physical constraints are now being deployed to restrict vehicle use in targeted locations to reach policy objectives. The study will provide a high-level indication of the potential impact of these demand management measures (capacity and access constraints) in urban centres.

METHOD OVERVIEW

1. Calculate Cordon Reduction Factor based on input cordon
2. Identify responsive trips as those within Cordon by applying Cordon factor to LA vehkm
3. Apply separate reduction factors to both responsive trips & non-responsive trips (rest)

INPUTS

1. Reduction Factors as per Empirical Evidence
2. Responsive decreased by 32.7%, Non-Responsive increased by 1.3%

ASSUMPTIONS

- Based on Input Cordon, the proportion of Veh km for cordon is estimated as proportion of LA Veh km
- Reduction Factors from empirical studies' data are applied to responsive Veh km.
- No information on sizes of study sites to choose selectively comparable to input cordon, to allow for modification in Reduction Factor
- Applied only to Cambridge & Peterborough

EVIDENCE SOURCES

Literature (https://www.theguardian.com/uk-news/2023/jan/19/low-traffic-neighbourhoods-boundary-roads-london)

SCHEME IMPACT

Scale	Cambridge	Y
	Peterborough	Y
	All CPCA	N
Time Period	All Periods	Y
	AM / PM Peak Only	Y
Vehicle Type	Car	Y
	LGV	Y
	HGV	Y
Genesis	Internal	Y
	Inbound / Outbound	Y
	Through Trips	N
Journey Distance	All Distances	Y
	0-5 miles only	N
Journey Purpose	All Purposes	Y
	Commute / Business only	N

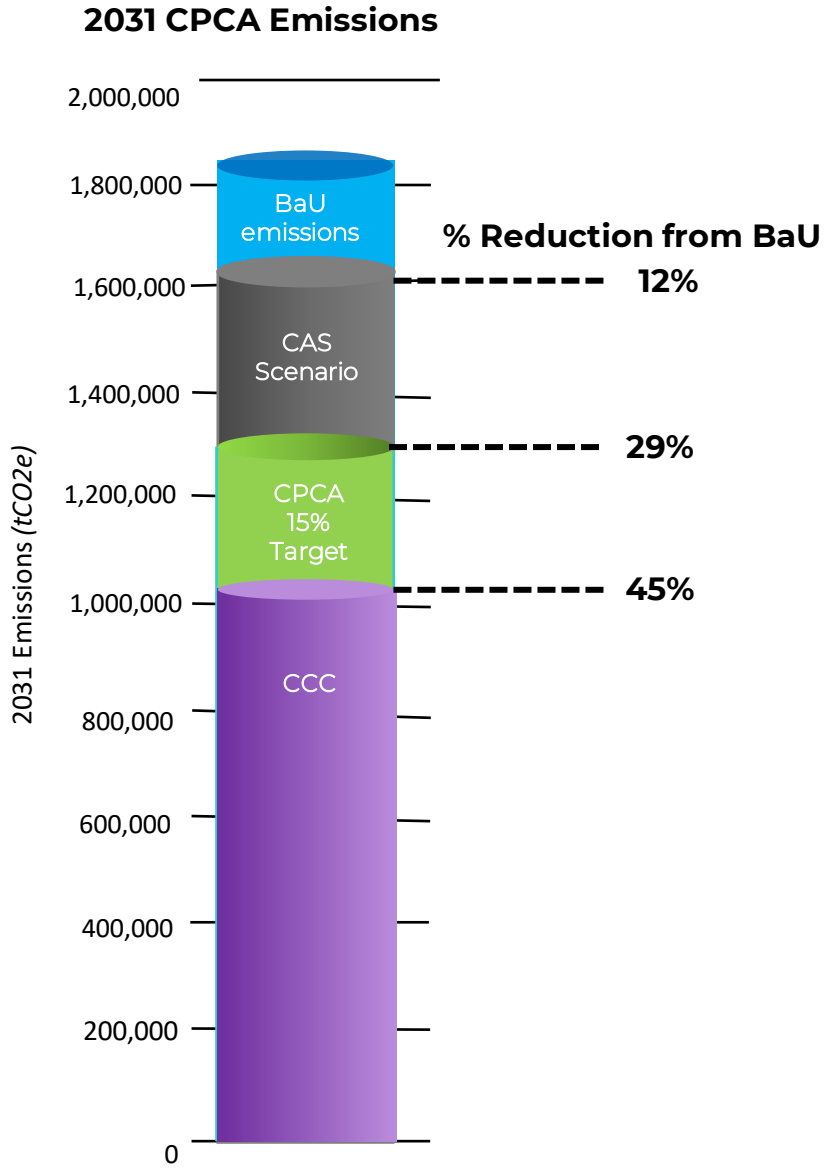
RESULTS

Results (in 2031)	Access Restraint
Responsive Trips (Total trips captured by cordon)	2,801,843 (8.32%)
Reduction in responsive trips (vkm and %)	1,885,640 (-32.7%)
Reduction in CPCA trips (vkm and %)	842,789 (-2.5%)
Reduction in CPCA trips emissions (tC02e and %)	**42,252 (-2%)**

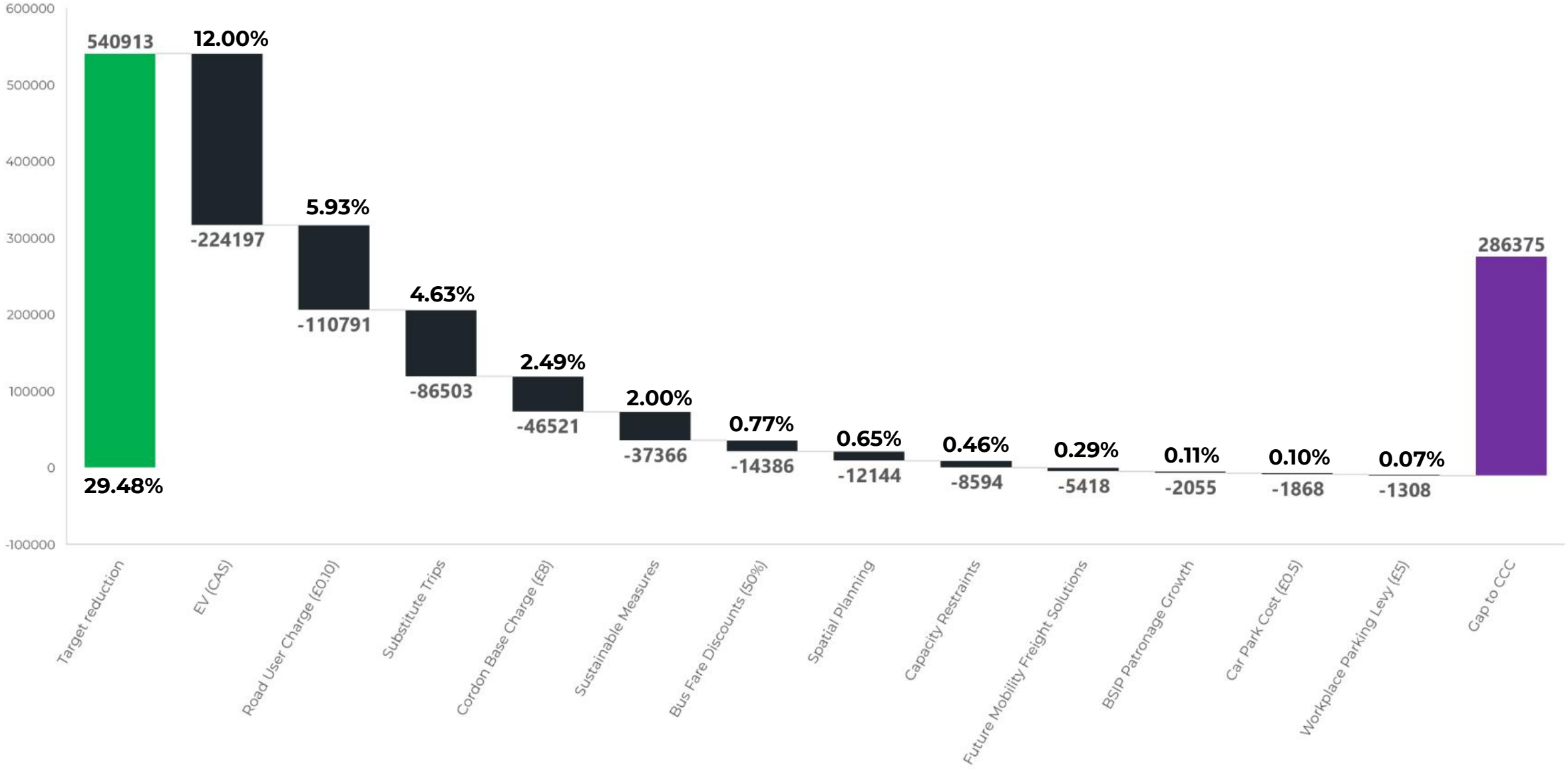
Intervention Impact Summary (2031) vs Required Outcomes

Demand Management Measures	Reduction in CPCA emission (tCO2e)	% Reduction in CPCA emissions
Road User Charge - £0.25 per km	239,531	12.80%
Road User Charge - £0.20 per km	191,625	10.30%
Road User Charge - £0.10 per km	95,812	5.10%
Cordon Base Charge - (£10 per day)	46,446	2.50%
Cordon Base Charge - (£8 per day)	37,157	1.99%
Cordon Base Charge - Peak period only (£8 per day)	15,228	0.82%
Capacity Restraints (City Centre Focus)	8,521	0.50%
Workplace Parking Levy - £2 per day (£458 annually)	679	0.04%
Workplace Parking Levy - £5 per day (£1000 annually)	1,267	0.07%
Car Park Cost increased by 10%	374	0.02%
Car Park Cost increased by 25%	934	0.05%

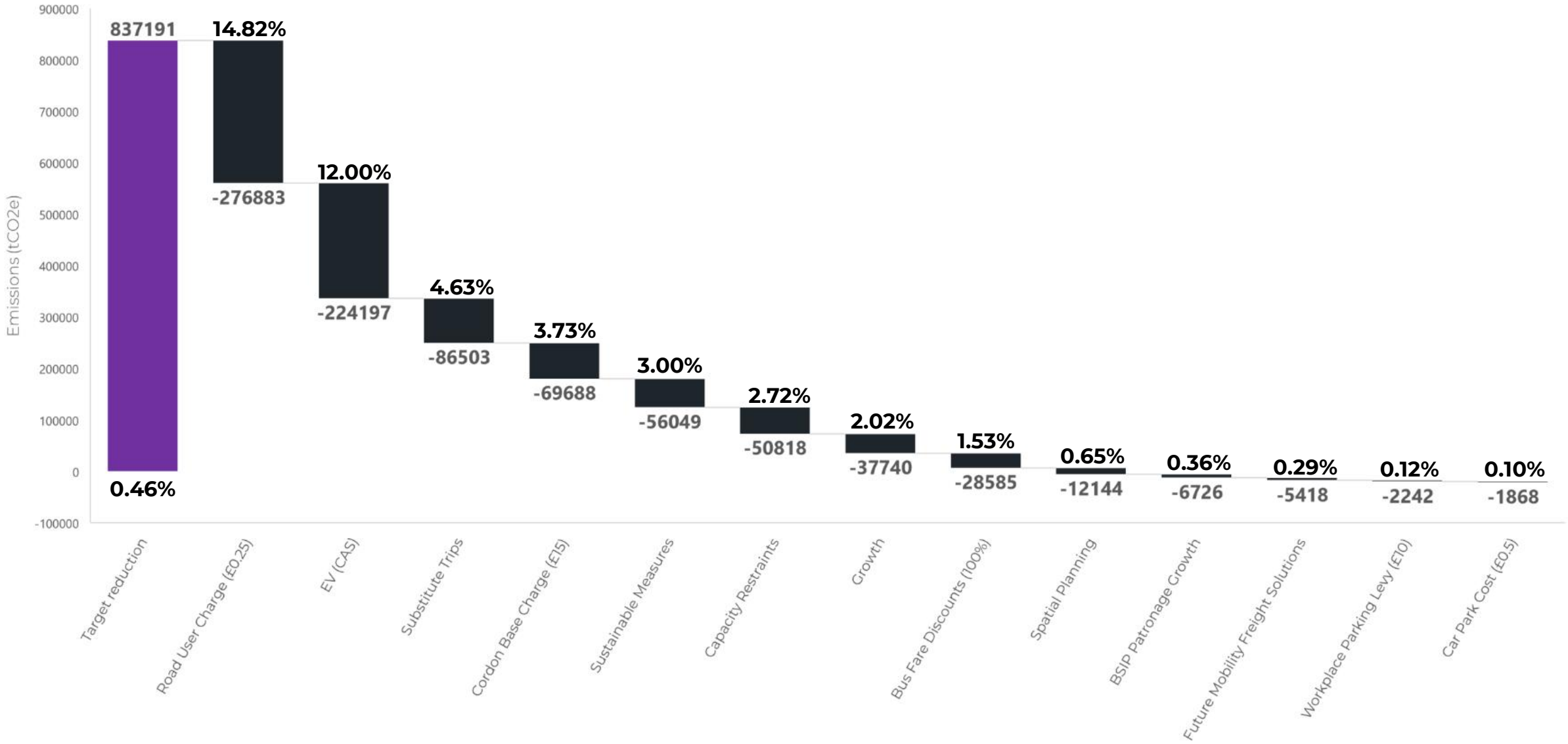
Influencing Factors	Reduction in CPCA emission (tCO2e)	% Reduction in CPCA emissions
Emissions in CPCA influence (removing through trips)	765,994	41.00%
Substitute Trips / Impact of online services	86,595	4.63%
Limiting Traffic Growth (10% reduction)	32,848	1.77%
Spatial Planning / Self Containment Test	12,161	0.65%
Bus Fare Discounts (50% reduction)	14,313	0.77%
Future Mobility Freight Solutions	5,357	0.29%
BSIP Patronage Growth	2,004	0.11%



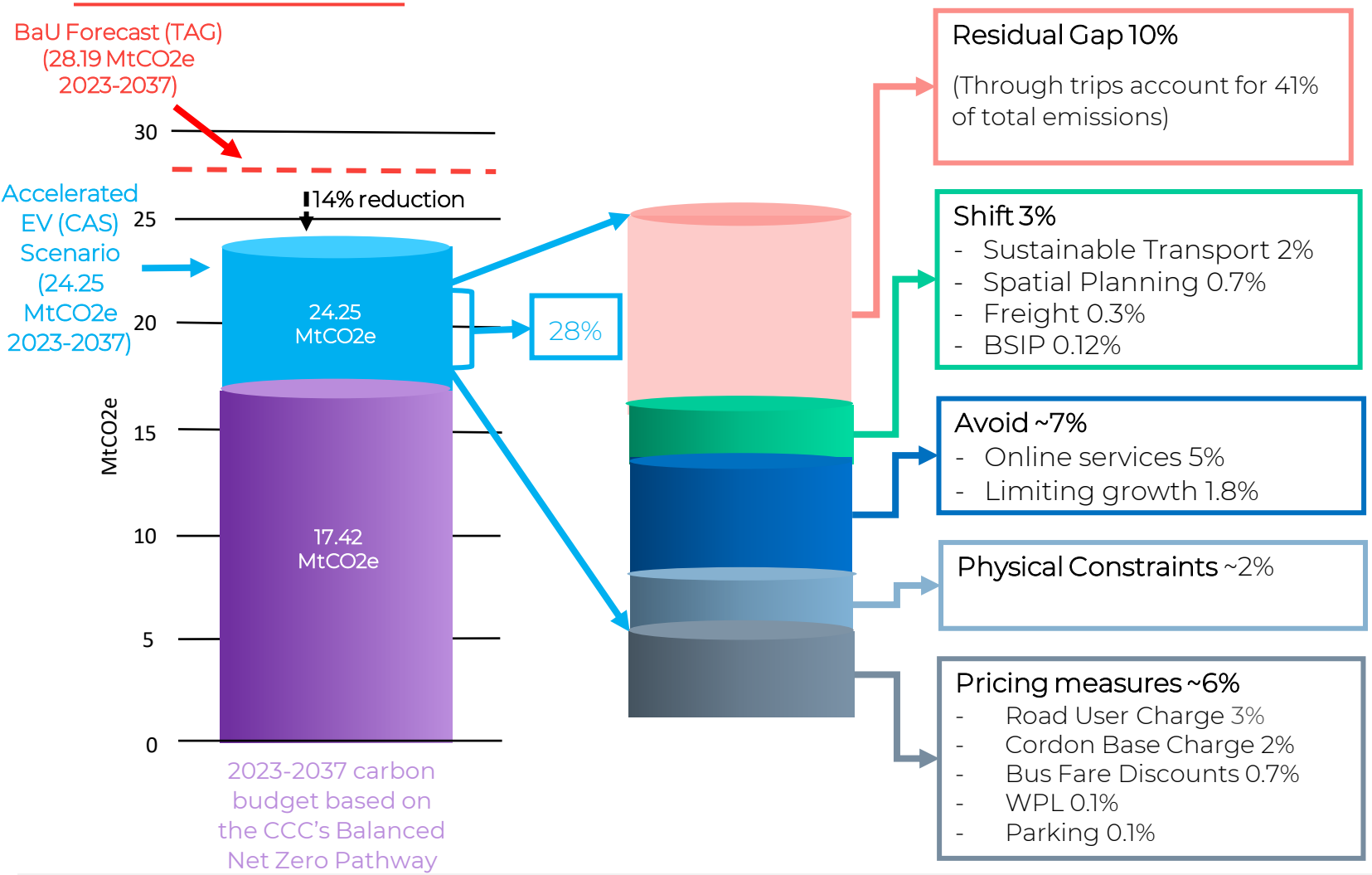
Scale of Ambition Required to Achieve 15% Reduction Policy Target in 2031



Scale of Ambition Required to Achieve Reduction in line with CCC (2031)



The Challenge to Complying with Carbon Budget 6 (2037)?



2023 - 2037 Headline Findings:

- Slide 39 shows an ambitious LTP can achieve up to a 29% reduction in 2031.
- However, the potential scale of carbon reduction achievable within carbon budget 4 (2023) to carbon budget 6 (2037) is largely dependent on the implementation year of the large ticket items (pricing measures, demand management and sustainable transport infrastructure).
- If disincentives are not delivered until post 2027, there is insufficient time to close the emissions gap completely. Particularly given emissions outside of the LTP influence (through trips and rail).

Emission estimate scenario	Carbon budget periods (MtCO2e)			
	CB 4 2023-2027	CB 5 2028-2032	CB 6 2033-2037	CB 4-6 2023-2037
BaU	10.17	9.41	8.61	28.19
CAS	9.60	8.33	6.32	24.25
CCC	8.59	5.79	3.04	17.42
Exceedance	1.01	2.54	3.28	6.83

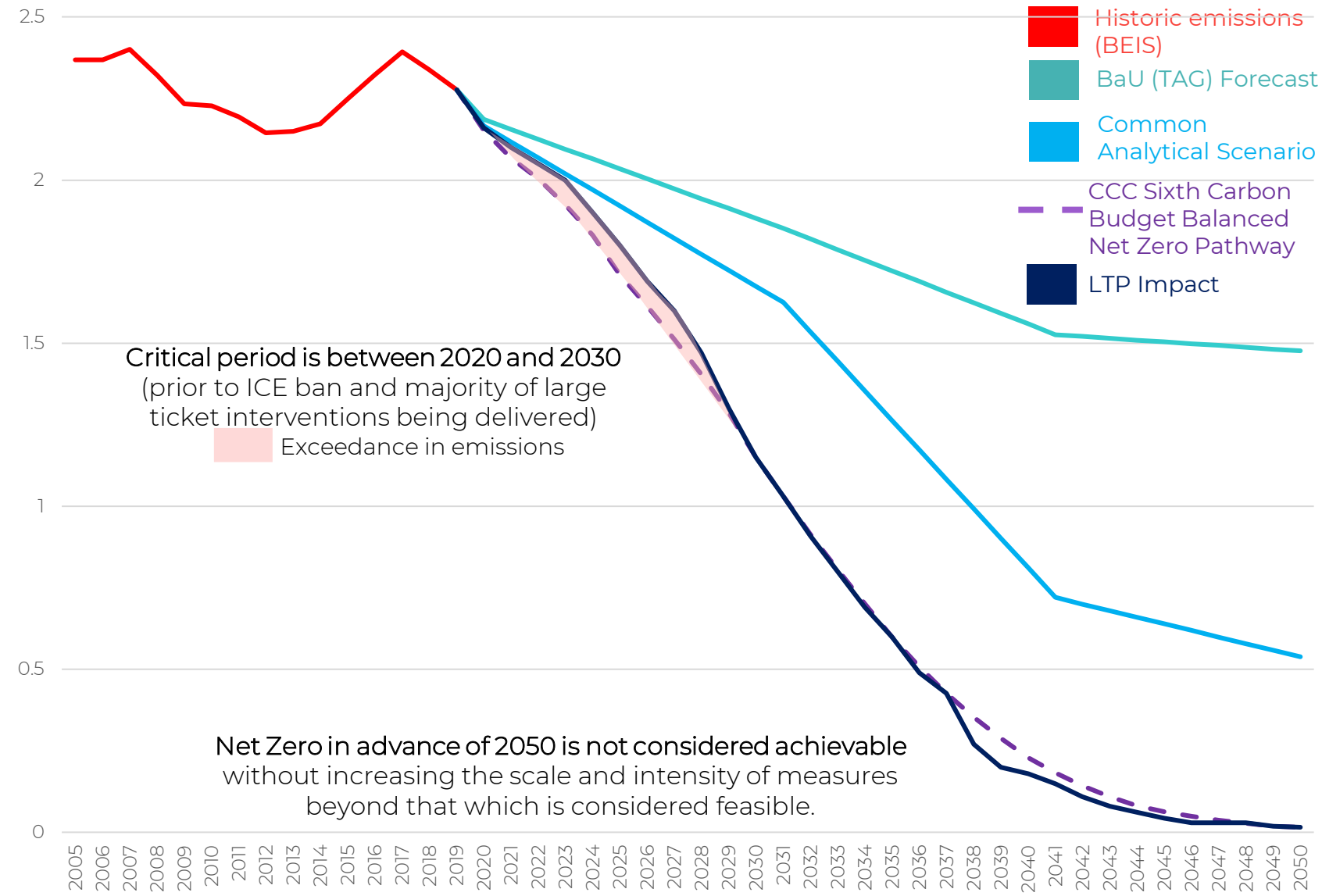
Assumptions

Please note the % impact shown reflects the potential carbon impact up to 2037. Assuming the following implantation years:

National Road User Charge (2030) | Cordon Base Charge (2027) |Physical Demand Management (2025) | All other measures – 2023

The cumulative impact of measures across their life cycle will be significantly.

The extent to which Net Zero by 2050 can be achieved?



Carbon Budgets and Pathways → Identify the 'implementation gap' → Identify transport outcomes → Identify interventions

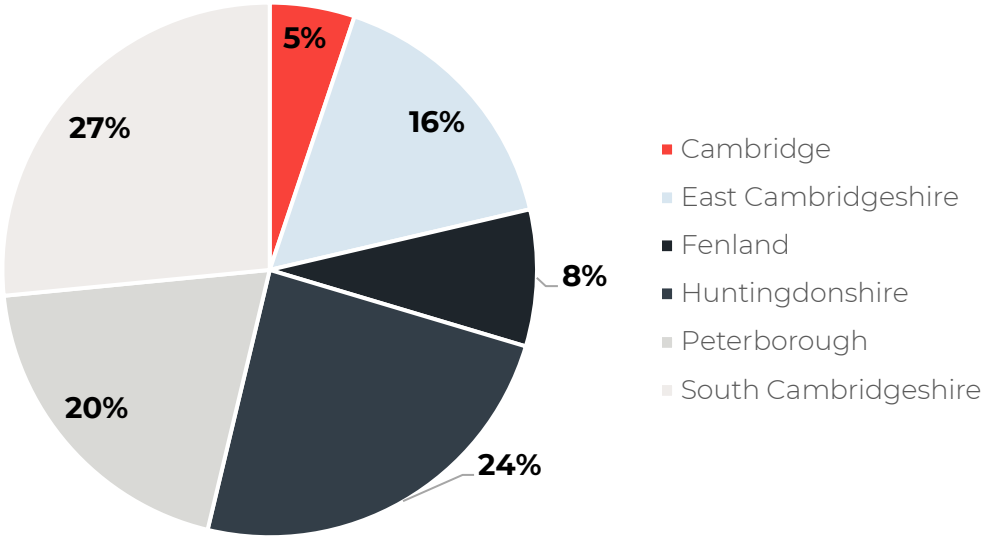
Headline Findings:

- The CCC balanced NZ pathway estimates CPCA has a budget of 47.98 MtC02e of cumulative emissions between 2023 and 2050.
- This requires a reduction of 14.73 MtC02e from the CAS cumulative emissions 33.25 MtCO2e
- The graph presents an indicative scale of impact of an ambitious LTP package of interventions as listed below.
- This is sufficient to comply with the CCC pathway for Net Zero by 2050 (<19.02 MtCO2e).

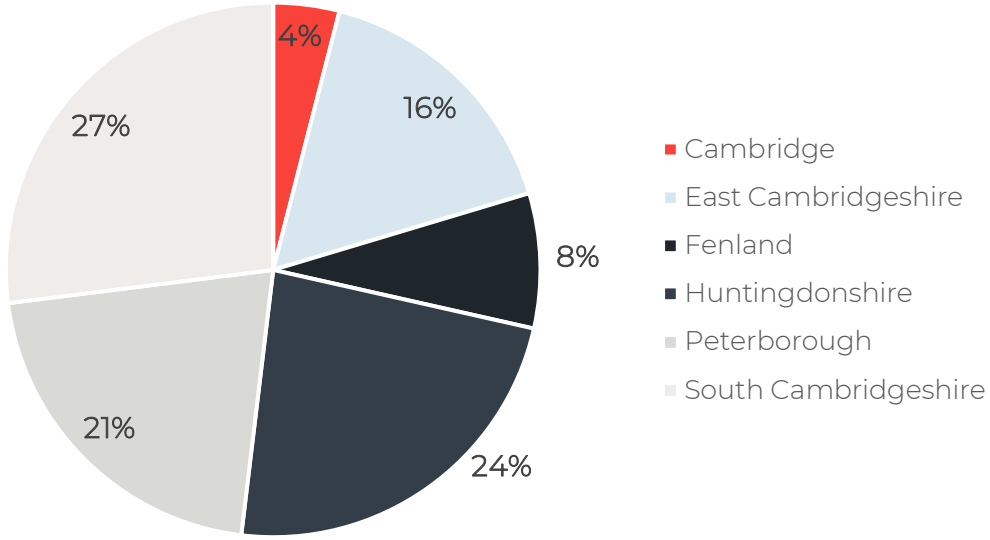
Intervention	Delivery Assumption	Intensity
Road User Charge	2030	£0.10 per km
Cordon Base Charge	2027	£10.00
WPL	2027	£5 a day
Bus Discount	2027	50% discount
Parking Charges	2025	25% increase
Demand Management	2025	N/A
Avoid	2023	N/A
Sustainable Transport	2023	N/A
BSIP Target	2023	N/A
Spatial Planning	2023	N/A
Freight / FM	2023	N/A
Limiting Traffic Growth	2023	10% reduction

Geographical Challenges

Emission Split (2031)



Vehicle km split (2031)



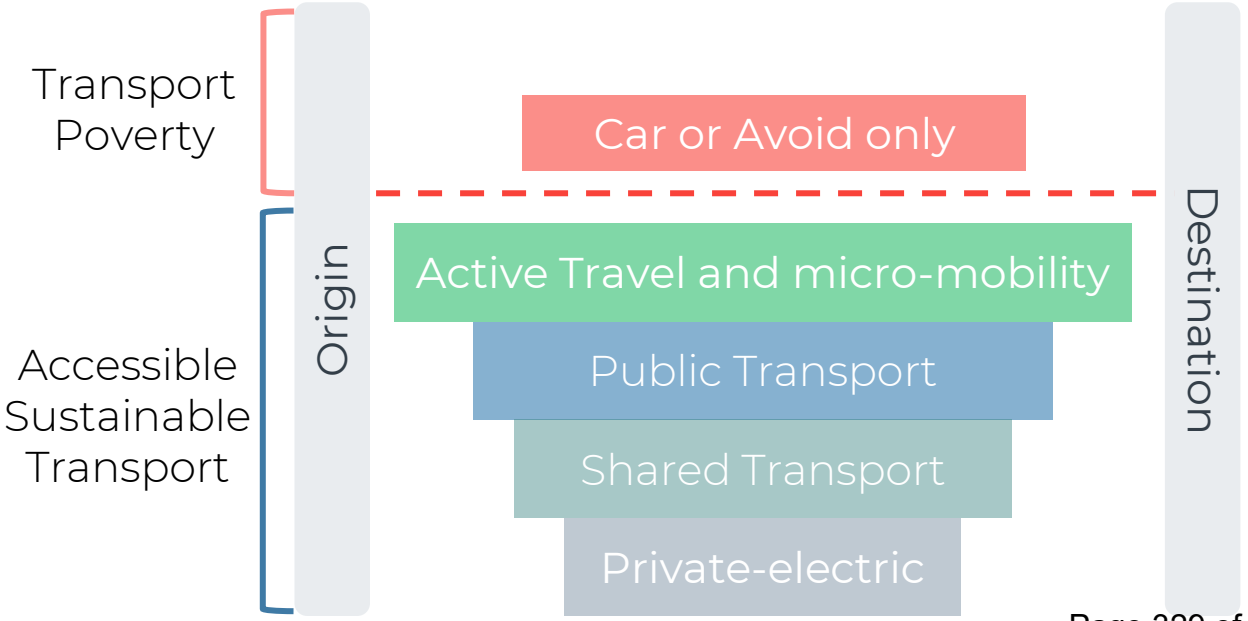
Headline Findings:

- Cambridge accounts for 5% of all emissions CPCA emissions
- Urban areas offer the greatest opportunity for decarbonisation in the short term, but to achieve levels of decarbonisation in line with carbon budgets equitably will require a more holistic place-based approach

Importance of Sustainable Transport Options (Enablers)

- The Carbon Assessment Framework shows that the majority of traditional interventions (active travel schemes etc), can only return modest carbon savings. However, It is important to acknowledge their significance in decarbonisation.
- Without these “enablers” in place which provide attractive sustainable travel choices, interventions which are necessary to disincentives vehicle travel cannot be delivered without negative socio-economic impacts.
- For example should the CA or districts progresses a road pricing scheme residents without suitable travel choice options will have three options: 1) pay the charge, 2) reduce their travel or 3) avoid travelling all together. The lowest income groups will be worst affected, further widening the carbon and poverty gap.
- A primary role of the LTP is therefore to identify places in need of sustainable transport options. This will unlock the decarbonisation potential of CPCA, whilst also supporting a number of wider policy objectives (see slide 43).

Transport accessibility vs Transport Poverty:

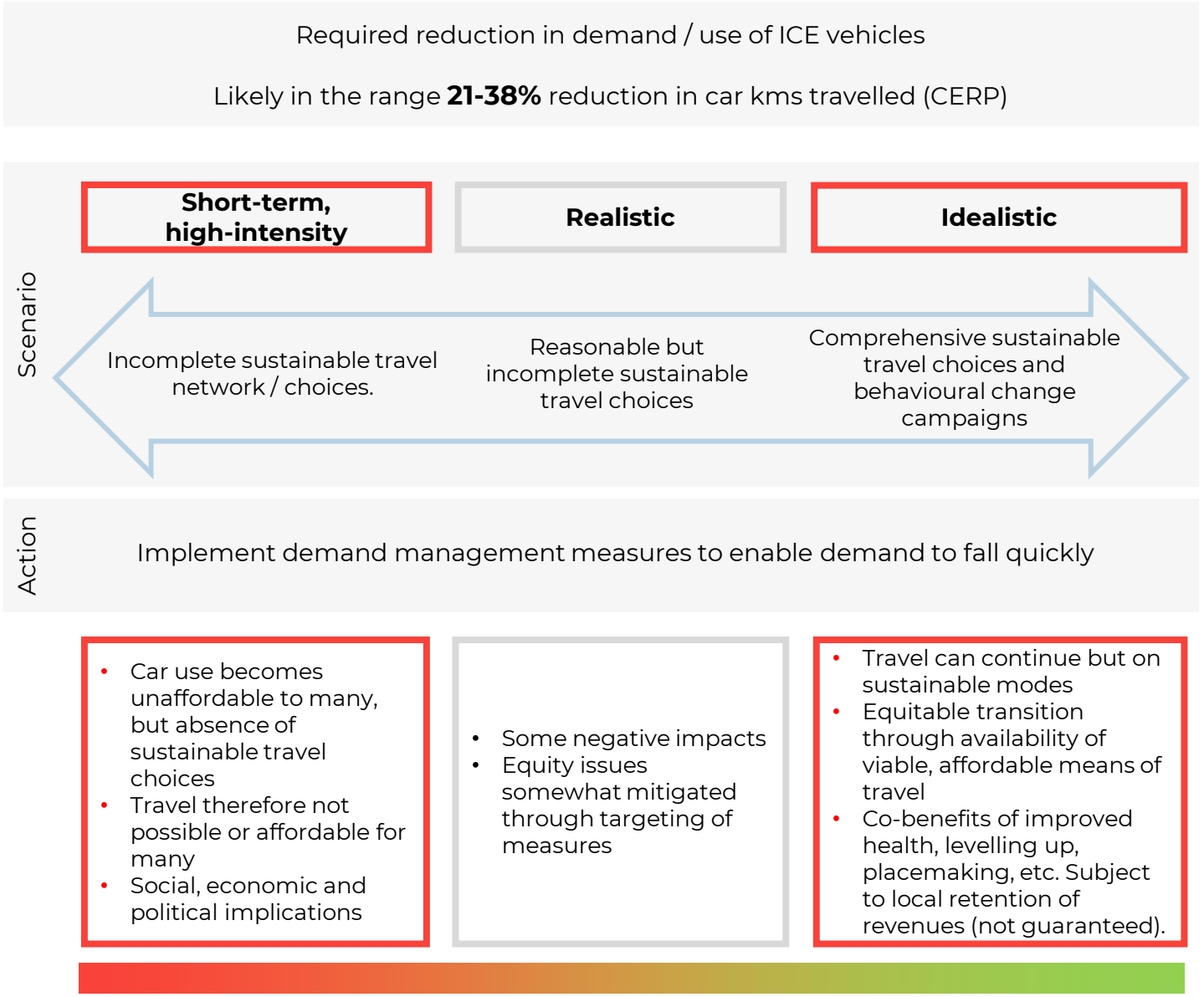


‘Entrenched car culture’ leaves millions of Britons in transport poverty

“For the average household transport is the single biggest outgoing” ~ approx. 10% of income.
Up to 23% for lowest income groups.
21 million UK households in transport poverty (racfoundation.org)

How Should Interventions be Sequenced?

- Both sustainable travel choices (i.e. infrastructure improvements) (carrots) and demand management (sticks) are needed
- Demand management risks negatively impacting the ability of residents to travel (i.e. transport poverty) unless sustainable and affordable alternative travel choices are provided
- Ideally, to mitigate this risk there would be a comprehensive sustainable travel network in place before disincentives to car use (e.g. road pricing) are implemented – unlikely to be possible on timescales needed to decarbonise
- Likely to be a realistic middle-ground – some negative impacts. Targeting of measures can help mitigate impacts e.g.:
  - Prioritising infrastructure improvements in areas with worst sustainable transport access
  - Intensity or location of demand management reflects travel choice and social factors



How Can Transport Decarbonisation Align With Wider Policy Agendas?

Demand management measures risk some adverse consequences including:

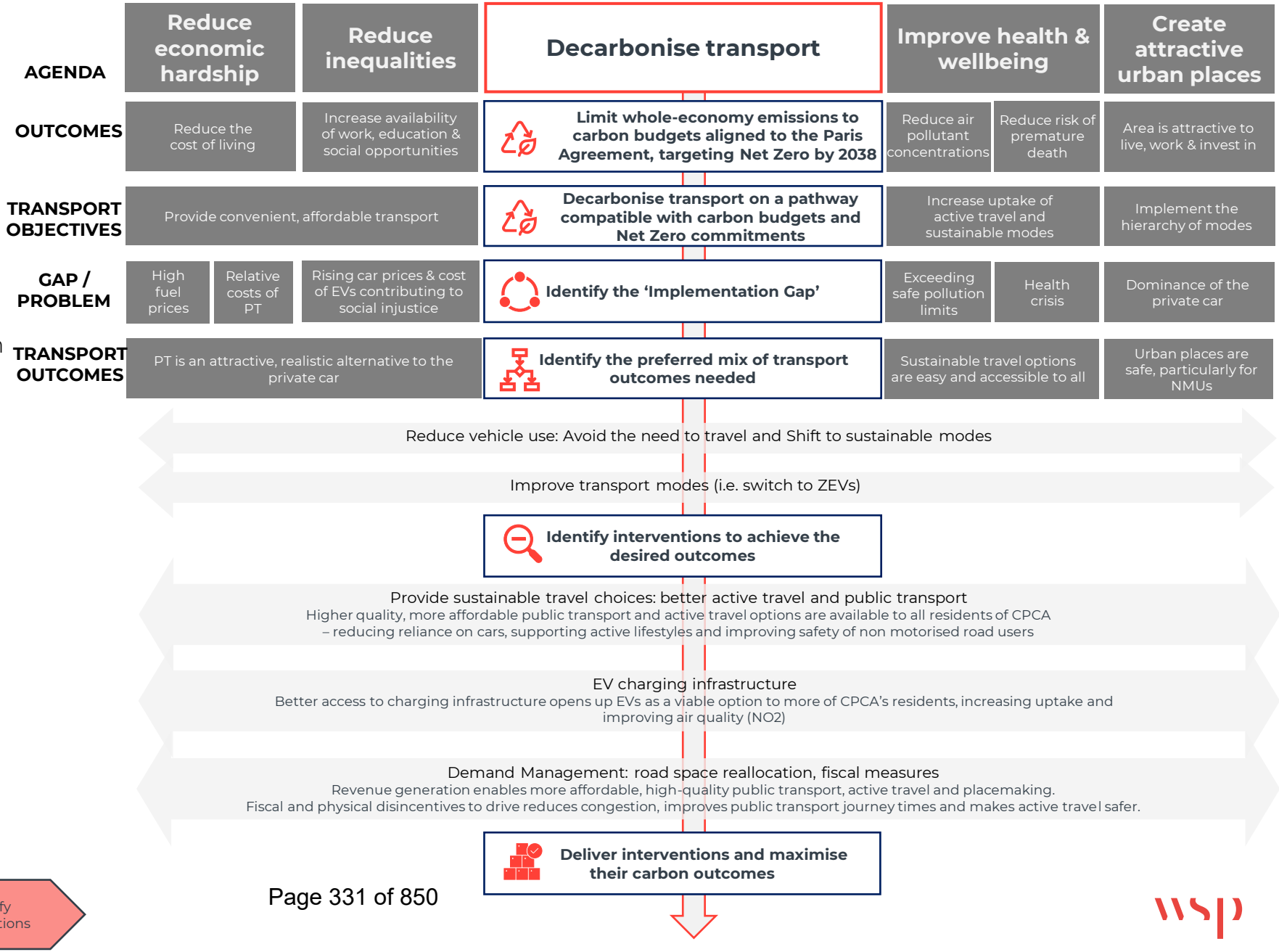
- Increased cost to motorists (short term)
- CPCA at risk of being at a competitive economic disadvantage if neighbouring regions do not simultaneously increase charges to motorists – this is only a risk however and can instead bring opportunities as it has in London.

The interventions necessary for decarbonisation however also offer significant benefits to alternative policy agendas.

As shown, delivery of ambitious demand management measures in parallel to improved sustainable travel choices has the potential to support all four policy agendas presented.

The 'transport outcomes' identified share the same vision as those associated with transport decarbonisation.

The urgency and commitments made to tackle climate change offer a major opportunity and represent a strong case for change for places to shift away from the status quo, and create places for people that are equitable, safe, healthy, and prosperous.



Carbon Budgets and Pathways → Identify the 'implementation gap' → Identify transport outcomes → Identify interventions

What Could a 'Do-Minimum' Future Look Like?

An illustrative scenario without bold intervention

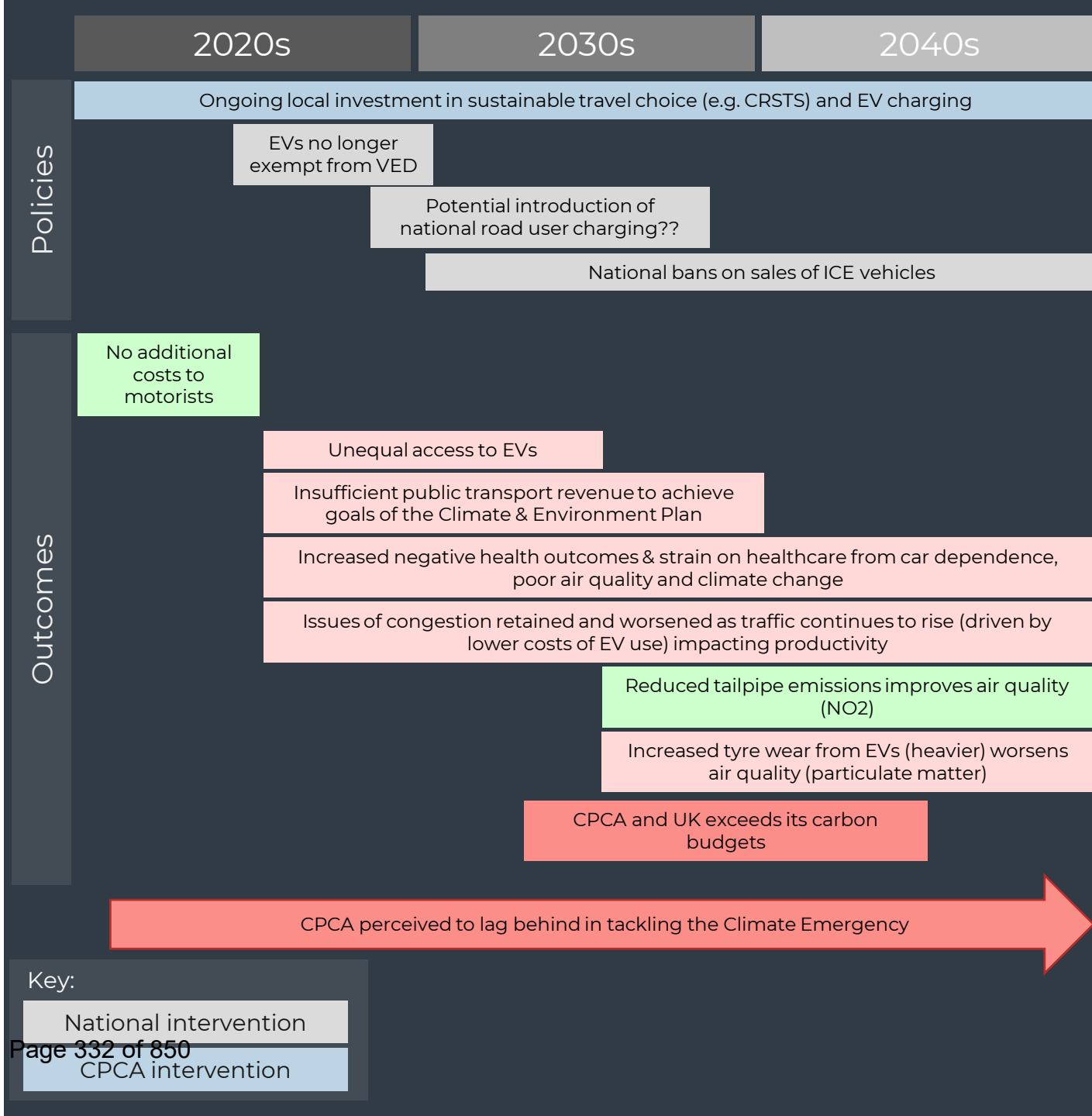
- Interventions necessary to decarbonise will be controversial with some adverse impacts. However, failing to take any action would also present significant and unfavourable impacts.

A potential 'Do-Minimum' policy scenario

- Assumes current and foreseeable policies continue, with no form of additional or complementary local or regional pricing measures implemented in the CPCA.
- As EVs are no longer exempt from Vehicle Excise Duty (VED) from 2025, some form of revised road pricing nationally (see slide 39) is by no means a certain policy intervention but remains possible for budget and decarbonisation reasons. It is nonetheless assumed not be enough to create a significant behavioural change and reduction in vehicle use.
- Without local action there is therefore assumed to be no significant intervention to drive a demand reduction at the scale required and the application of VED to EVs may remove incentives to EV uptake.

Potential outcomes

- Failure to be Net Zero by 2038 or 2050 or provide a 'fair' contribution to national carbon budgets
- A lack of new revenue sources across CPCA could risk a failure to deliver required sustainable infrastructure and associated transport objectives



What Could a Future of Achieving Transport Carbon Budgets Look Like?

An illustrative scenario with bold intervention to decarbonise transport

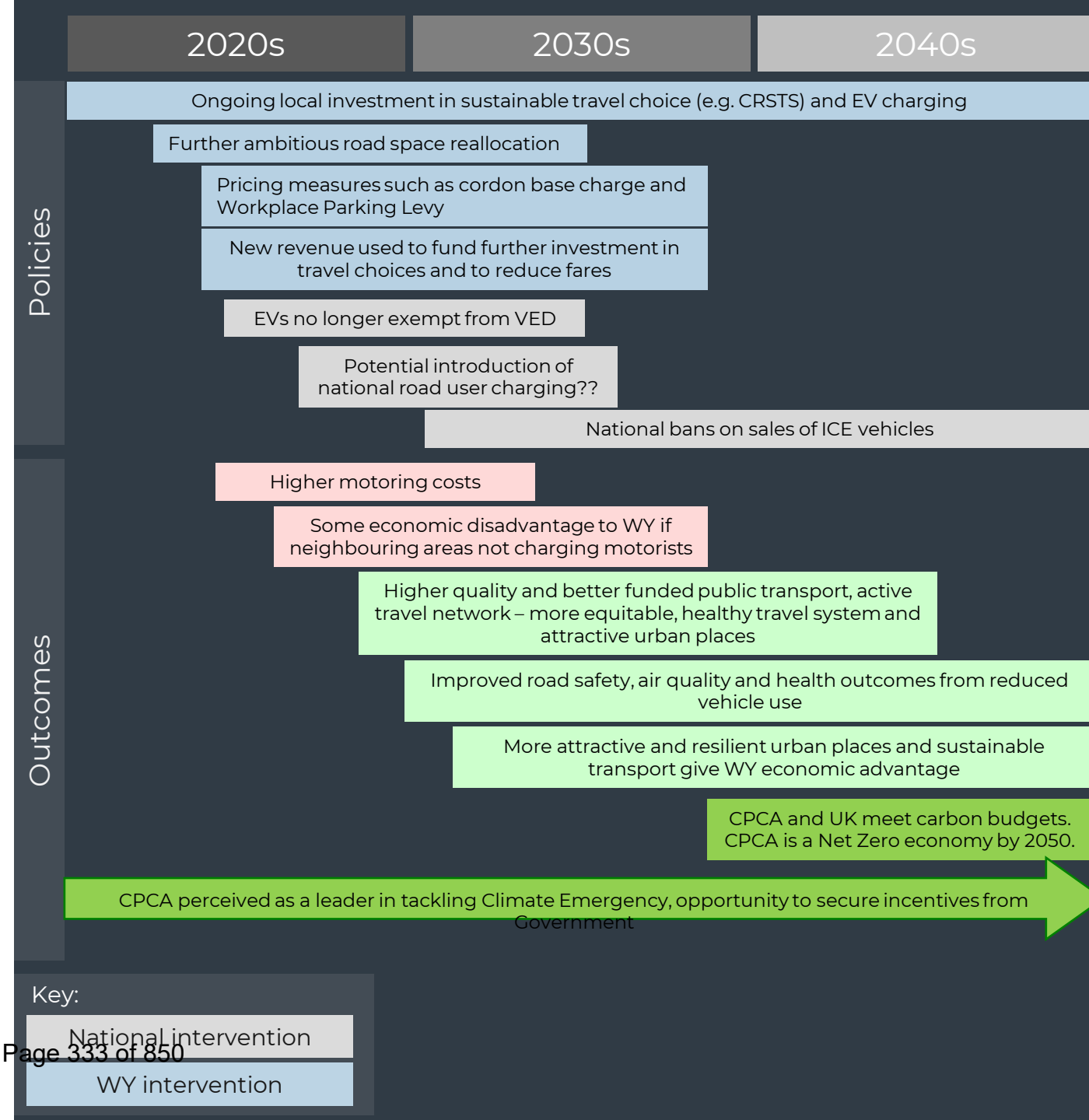
- Assumes the bold interventions needed to reduce car use at the scale indicated in this study are delivered.

A potential 'Do-Maximum' policy scenario

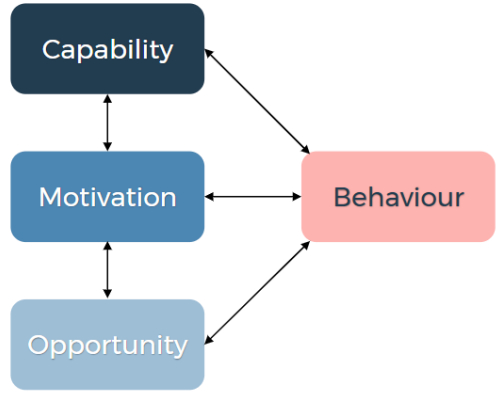
- Ongoing investment in sustainable travel choices and EV charging, alongside bolder demand management measures in the CPCA.
- Local pricing measures are in addition to any potential national road pricing schemes.

Potential outcomes

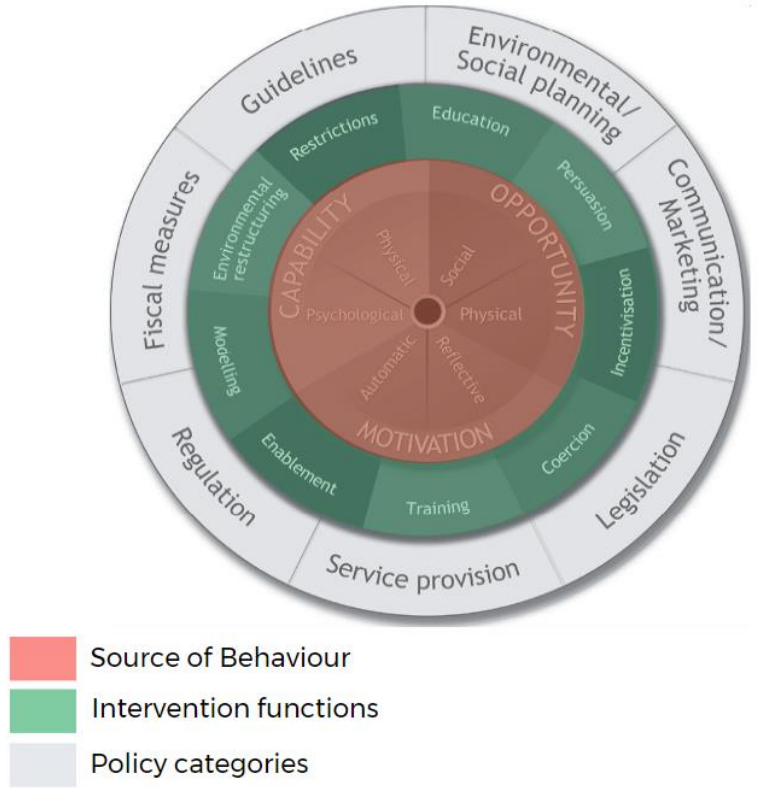
- Pricing measures, risk adverse financial consequences on residents alongside competitive disadvantage if adjacent areas do not introduce equivalent charges. Continued investment in sustainable travel alternatives mitigates these impacts.
- Retaining locally the revenue from pricing measures and investing it in public transport and active travel networks, and to reduce public transport fares, helps achieve policy outcomes.
- In this scenario, CPCA could meet statutory carbon budgets and is Net Zero by 2050. Wider action and/or more ambitious intervention is needed to achieve Net Zero in advance of the national target (a more nuanced local target may be required that focuses on emissions in the CA and districts' influence).



Limitations to modelling changes in travel behaviour



- Due to the nature of this scoping study, this is a high-level, initial assessment – it must be acknowledged that there are a number of gaps in the data and tools required to accurately assess impact of interventions on travel behaviour.
- Travel behaviour is affected by:
  - Capability – Does the user have sufficient travel choices available?
  - Motivation – Why should the user considering switching?
  - Opportunity – What does the user seek to gain from changing travel mode? Faster journey time, productivity, affordability etc
- This study reports the sum of individual scheme assessments – it does not account for expected in-combination benefits from delivery of the programme as a whole or with other current or future policies or interventions. It is expected that the benefit would as a result be greater than the reported sum of the parts.



Example:

A new cycle lane is delivered and achieves only modest abstraction from vehicle travel demand.

Through the LTP, work from home provision is enabled, improved access to public transport and interchange facilities (bus, rail, Mass Transit) alongside shared mobility alternatives (car club, shared e-bike, e-scooter provision) between the users origin and destination are provided. The user now has multiple attractive sustainable travel choices which together can influence the users decision.

= the user will have capability, motivation and opportunity to change travel behaviour.

Are Highway Schemes Compatible with Net Zero?

What do we mean by a highway scheme? Any intervention that improves capacity or journey times for general traffic

New roads

Capacity enhancements

Overtaking lanes

Junction realignments

Signal upgrades

What carbon impact can they have? Varies widely by nature and characteristics of a scheme but can include....

Capacity and/or journey time improvements > induced demand > increase in vehicle use

Counter to need to reduce vehicle use

More efficient traffic flows > reduced rerouting and stop-start traffic > reduced fuel consumption

Not Avoid, Shift or Improve – won't decarbonise transport at scale or pace required

Construction and maintenance > demand for materials and energy > capital and operational carbon emissions

Can be significant – new roads can be over 100,000 tCO2e for construction. This can outweigh benefits from other interventions (e.g. modal shift)

How to determine whether a highway scheme should go ahead?

Carbon isn't the only strategic priority... but a highway scheme would be tested against these questions >>>>

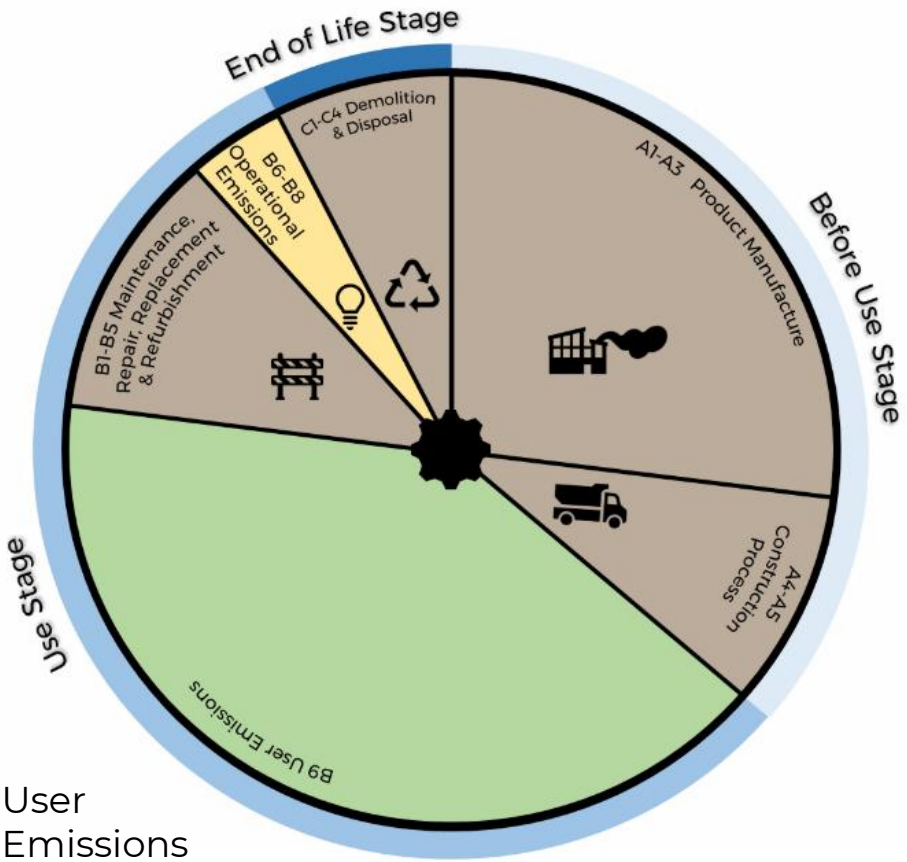
Without a sound case that answers these questions there is significant risk of legal challenge.

- Is it likely to induce additional vehicle demand?
- Does it have a robust case under a low carbon future (e.g. reduced vehicle use?
- Is the scale of impact going to affect your ability to meet carbon budgets and Net Zero? E.g. outweigh reductions from other interventions
- What if ambitious carbon management is applied through scheme development to reduce its impact?
- Is it essential for other policy objectives?
- Can these objectives be met through alternative measures?

Alternative decision-making approach: carbon budgets and new infrastructure development (decarbon8.org.uk)

Infrastructure Carbon

What is it?

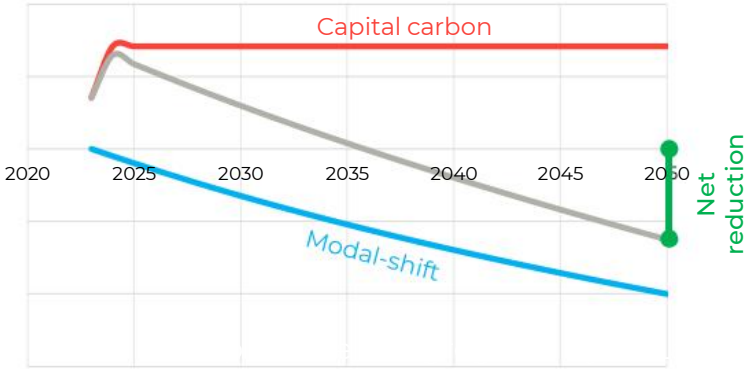


- User Emissions
- Capital Carbon
- Operational Emissions

Carbon Budgets and Pathways → Identify the 'implementation gap' → Identify transport outcomes → **Identify interventions**

How important is it?

- Carbon budgets and Net Zero won't be met without decarbonisation of the economy as a whole
- Infrastructure carbon impacts (notably capital carbon) of infrastructure projects can be significant
- Whole-life carbon assessments for sustainable transport schemes have often shown either a significant 'payback period' (see example below) or capital carbon outweighing user emission benefits



How should it influence transport policies?

- The greatest opportunities to reduce infrastructure carbon impacts are at the earliest stages of decision making – as such the QCR guidance will encourage LTAs to consider it in LTP development
- Follow the PAS2080 carbon reduction hierarchy – notably 'build nothing' or 'build less'

Best Practise Example: A10 Scheme

Scheme: The A10 stretch of road between Ely and Cambridge is a single carriageway road that links up to Kings Lynn in the North and London in the South. It is extremely busy with public transport, farm traffic, commuters, freight and through-traffic.

Optioneering: Seven options have been shortlisted which include a range of possibilities from improving junctions to creating a completely new dual carriageway.

Original Assessment: Limited appraisal of embodied and user impacts. Lack of evidence to support an informed decision on carbon grounds.

Reassessment

- Re-calculated user and embodied impact of options.
- Contextualise results against policy objectives (15% reduction in car traffic)
- Identified mitigation measures and provided evidence to inform decision makers

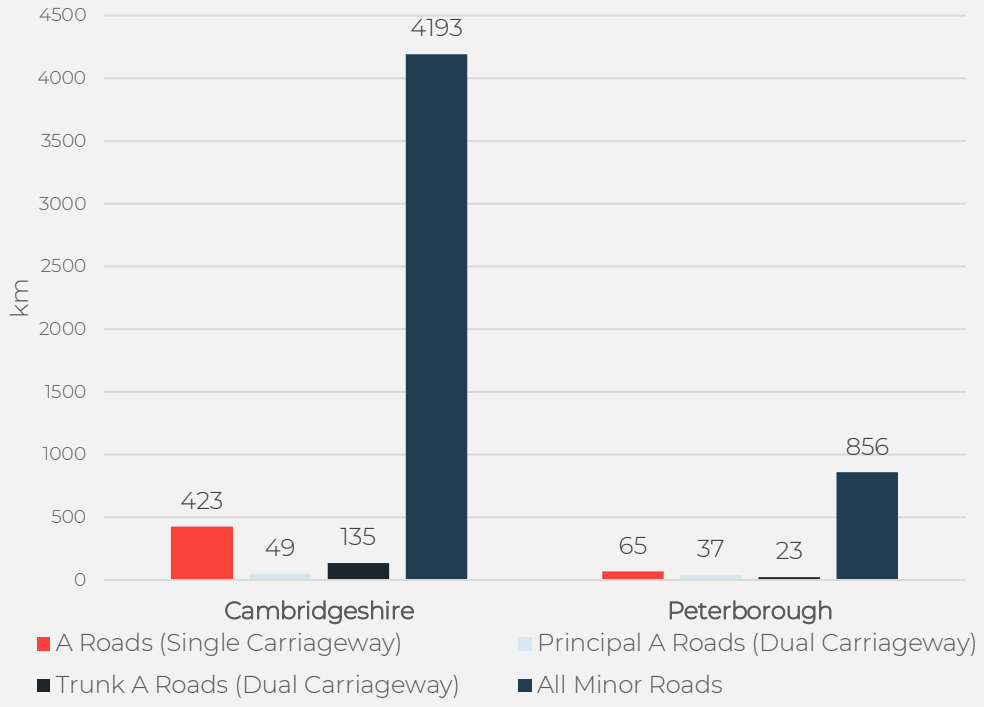
Required Next Steps across Highway Schemes:

- Opportunity to rescope if considered early enough (PAS2080)
- Importance of re-assessing legacy schemes to quantify their impact

Infrastructure Carbon

What about existing infrastructure? This can be a significant and ongoing impact....

Breakdown of road lengths (exc. motorway) by LA (DfT road length statistics)



Total road network under LA control in CPCA

For CPCA a total of....

- 488 km of A-roads (single carriageway) (at least 7.3m wide)
- 86 km of Principal A-roads (dual carriageway) (at least 14.6m wide)
- 157 km of Trunk A-roads (dual carriageway) (at least 14.6m wide)
- 5,049 km of minor roads (at least 3.65m wide)

Equating to at least 25541 km2 of carriageway surface

Potential scale of carbon impact from resurfacing

Approximately 10,216 tCO2e annually

Assuming:
- Carriageways are resurfaced every 10 years
- 1 m2 of resurfacing comprises 0.004 tCO2e
- Total resurfacing over 60 years is spread evenly on an annual basis

This is a crude, high-level estimate provided only to give an indication of the potential scale of impact.

What are the implications for an LTP and QCR?

- This is an ongoing source of LTA emissions that need to be reduced in line with carbon budgets and Net Zero
- Intervention is needed – industry is unlikely to decarbonise quickly enough for business-as-usual maintenance practices to be compatible with carbon budgets
- Existing infrastructure (particularly for sustainable modes) needs to be maintained if travel is to continue
- Extra funding may be needed to decarbonise maintenance practices – the savings of such interventions can be captured in QCR

External Influence & Governance

- Not all emissions are within the Combined Authority and districts influence so collaboration and exertion of influence on others will be needed
- Other authorities have later Net Zero targets and may as a result act slower than the CPCA
- Opportunities from collaborating e.g. with National Highways sending clear signals regarding commitment to low carbon construction to incentivise investment from supply chain in low carbon materials and methods
- Changes in governance will be needed to deliver the ambitious change needed. Revisions to the CA's assurance process to include meaningful carbon impact assessment is a positive step.
- The QCR process can result in an LTP that is credible and ambitious on carbon reduction and provides a robust strategic case for change - supporting delivery of contentious policies

National Highways commitments in their Net Zero Strategy:

- Net Zero corporate emissions by 2030
- Net Zero maintenance and construction by 2040
- Net Zero road user emissions by 2050

Network Rail:

- Committed to a carbon neutral railway by 2050 (2045 in Scotland)
- Traction Decarbonisation Network Strategy (TDNS) published in 2020 – includes ambitious targets for electrification. Only 46% electrified now.
- 2021 Spending Review considered TDNS to be unaffordable – therefore no identified funding for decarbonising rail

Other local, regional and national transport authorities:

- Interventions by neighbouring authorities will impact emissions in the CPCA
- Transport for the North (TfN)'s decarbonisation strategy
- Further national intervention? re. potential for road user charging

Other areas to influence and collaborate with:

- DfT funding and policy
- Spatial planning policy and decisions
- Bus operators
- Logistic companies
- Construction industry
- Businesses
- The public

Carbon Budgets and Pathways | Identify the 'implementation gap' | Identify transport outcomes | Identify interventions

Conclusion

Phase 1 and 2

- None of the transport decarbonisation pathways in line with statutory carbon budgets and Net Zero by 2050 will be met under even the most ambitious scenarios of EV uptake – intervention is needed to close a significant 'emission gap'
- The infrastructure measures assessed during phase 2 will not achieve the scale of carbon reduction required to achieve
- Net Zero or compliance with carbon budgets is not achievable without further supporting measures.
- A significant proportion of emissions (~40%) are outside the direct influence of the LTP to address (through trips and rail)

Phase 3

- Achieving a 15% reduction in vehicle km (from a 2019 baseline) is considered a suitable level of ambition for CPCA to target through the LTP. Analysis shows this level of reduction is sufficientt to align with the CCC Sixth Carbon budget up until 2028. Beyond this date, further reductions in vehicle travel should be targeted.
- Modelling of "influencing factors" in decarbonisation shows that there is no one intervention which can achieve the scale of reduction in vehicle use required. Of the measures tested, avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.
- Individual measures have then been packaged together and tested against the CPCA target and the CCC pathway aligned to Net Zero target for 2050. Analysis shows that an ambitious programme of interventions (at intensities which are deliverable) will achieve the CPCA target but will still leave a residual gap in cumulative emissions against the CCC pathway. This is partly due to the scale of emissions outside of the scope of influence of the LTP (~40% through trips).
- When forecast up to 2050, the ambitious LTP is sufficient to comply with the CCC pathway for Net Zero by 2050. Net Zero in advance of 2050 is not considered achievable through the LTP without delivering interventions beyond the scale and intensity which is considered feasible.
- The scenario tests have highlighted the importance of the timing and sequencing of interventions.. It is critical that the LTP considers all necessary hooks to secure further feasibility into the delivery of the required interventions. The higher the exceedance in emissions over the next 7 years, the more politically challenging will be the required package of measures post 2030.
- Infrastructure carbon must be carefully considered for all new schemes and ongoing maintenance. If not managed correctly, infrastructure carbon risks whole-economy carbon budgets being missed.

Next Steps

This presentation summarises the findings from the study. Recommendations for additional tasks and next steps are provided below.

QCR Guidance Key Steps

Step 1. Estimate current and future user emissions	• Completed
Step 2. Establish a local transport decarbonisation pathway	• Agree a transport decarbonisation pathway (i.e. 15% vkm reduction) to be presented as the targeted level of ambition in LTP4 • Consider developing a Theory of Change model to demonstrate the logic of how decarbonisation outcomes will be achieved – this can inform objectives in LTP4 and communicate where external inputs are needed
Step 3. Consider carbon in the generation and appraisal of interventions and policy options for an LTP	• Review findings of this study to inform the generation of a longlist of interventions for LTP4 based on the characteristics of different place types • Develop carbon criteria for an appraisal framework (e.g. an MCAF) to sift that longlist to a shortlist • Consider further development and analysis of demand management measures .This can inform engagement prior to their inclusion in the LTP.
Step 4. Estimate the carbon impact of the intervention programme	• Quantify the impact of a short-list of interventions – drawing upon findings of Phase 2 and inclusion of any additional policy levers identified in Phase 3. This will need to consider the influence of highway schemes.

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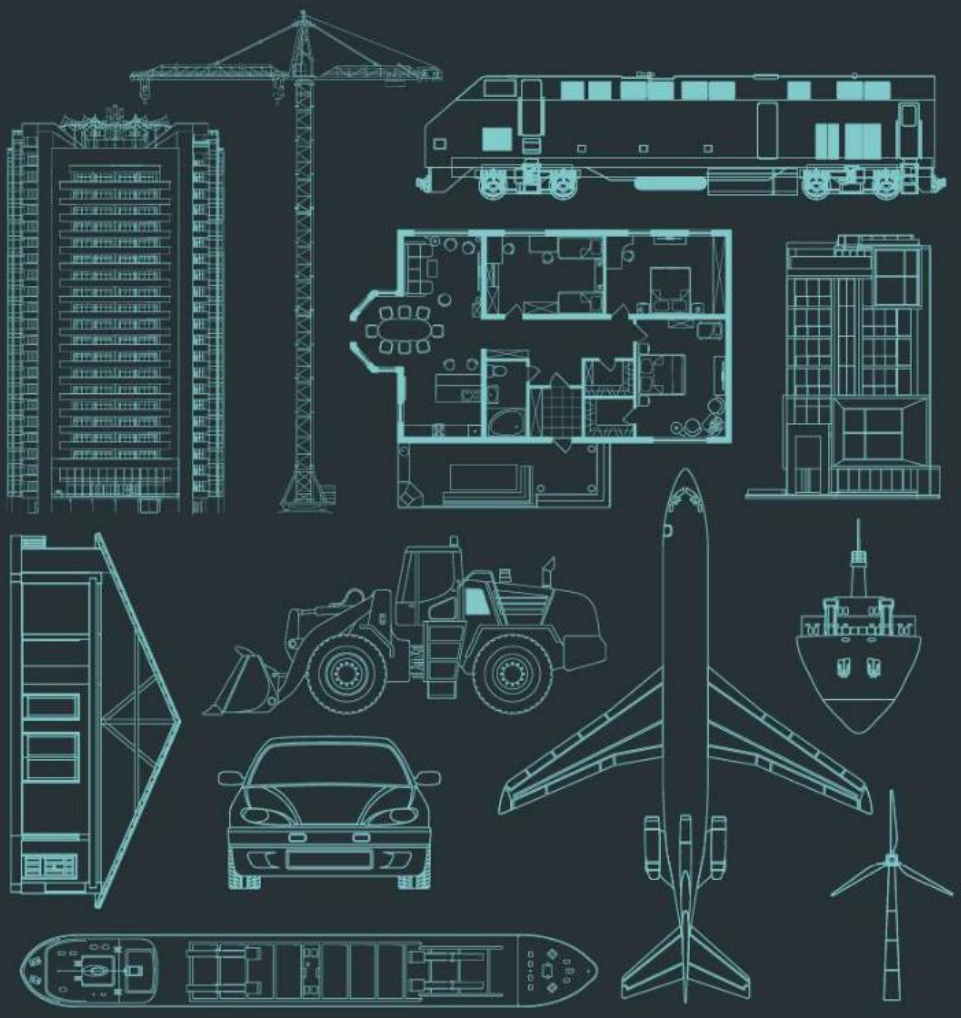

Consultation Report

Local Transport & Connectivity Plan (LTCP)

Prepared for Cambridgeshire & Peterborough Combined Authority

November 2022

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Executive Summary

The Cambridgeshire & Peterborough Combined Authority is engaging with the local community and stakeholders regarding the development of its new Local Transport and Connectivity Plan (LTCP).

In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport should be, including better public transport, cycling, and walking, pollution and air quality, and protecting the environment. The public could also talk about specific transport issues. A total of 569 feedback forms were submitted during this engagement period. The goal of the exercise was to get early feedback to better inform the development of the full draft LTCP.

Key findings from this initial engagement period included the following:

- 97% of the public understanding why a new vision for transport was needed.
- 57% of the public either strongly agreeing or mostly agreeing that the updated vision is the right future for transport in the region.
- Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.
- More ambitious carbon net zero targets, more transport infrastructure and affordability were other top priorities.

In May 2022, a 12-week public consultation was launched to allow members of the public and stakeholders to comment on the draft LTCP. The public consultation ran from Thursday 12th May until Thursday 4th August 2022.

The aim was to test the draft LTCP with the public and a variety of stakeholders from across the region, and to generate good quality feedback, from a range of perspectives, which could be used to improve the final LTCP. The consultation was promoted widely including through media, social media, advertising, and by asking stakeholders to share information with their own networks.

The public and stakeholders could give feedback on the draft LTCP via a range of channels. A website, freephone information line and dedicated email address were available throughout the public consultation to receive further details and to provide comments.

The public could also attend any of the 14 in-person consultation events held at venues across Cambridgeshire and Peterborough. These events were advertised in local newspapers and via social media and provided an opportunity for the public to meet members of the LTCP team and ask questions. Printed copies of the consultation brochure and feedback forms were available at six deposit locations across the region and were available throughout the consultation on request.

Complementing this public consultation, extensive engagement was carried out with local businesses, health and educational organisations, campaign groups, and charities, to raise awareness of the LTCP and to understand views towards it. Efforts were also made to identify those who could support the LTCP and those who could share information on the consultation through their networks.

Engagement took the form of written communications, telephone conversations, one-to-one briefings, group briefings and attendance at regular stakeholder meetings.

During the 12-week public consultation, **928** responses were received via a range of channels. Taken together with the 4-week engagement period in November 2021, **1,497** responses to the draft LTCP have been submitted.

During the 12-week public consultation, the feedback form provided the opportunity for respondents to comment on the Vision, Goals and Objectives of the draft LTCP, in which the following feedback was received:

- **92%** understood why the Combined Authority are making a new LTCP.

- **65%** either strongly agreed or agreed with the proposed LTCP vision.
- When asked about the proposed LTCP goals, **51%** strongly agreed with climate, followed by **50%** for the environment, and **49%** who strongly agreed that improved health outcomes should be a key goal.
- When asked about the proposed LTCP objectives, **54%** strongly agreed that this should include improvements to air quality. This was followed by **53%** who strongly agreed with climate change, followed by **52%** who strongly agreed with improved accessibility.
- When asked about whether there were any further comments on the LTCP's vision, goals, and objectives, more ambitious net zero targets was the prevailing comment. This was followed by improved rural connectivity for transport services, with additional information needed about the emerging LTCP.
- **56%** either strongly agreed or agreed with the proposed strategy for transport in Cambridgeshire and Peterborough, with improved cycling and pedestrian links and the creation of new bus routes the prevailing comments.
- **66%** either strongly agreed or agreed with the proposal to cut the number of miles driven on roads by 15%. The prevailing comment was that this target should look to be even more ambitious.

Respondents were also given the opportunity to comment on the Local Area Strategies for their area. The following feedback was received:

- **40%** of responses for East Cambridgeshire either strongly agreed or agreed with the proposed local area strategy. The top three issues mentioned were about providing improved cycling and pedestrian links, followed by improved rural connectivity, as well as the provision of new train stations and lines.
- **38%** of responses either strongly agreed or agreed with the proposed local area strategy for Fenland. The key recurring comments here concerned improving rural connectivity, improvements needed to overall transport infrastructure as well as the need for new train stations and lines.
- **48%** of responses for Greater Cambridge either strongly agreed or agreed with the proposed local area strategy. Key themes here included new train stations and lines, followed by improved cycling and pedestrian links, as well as the need to improve rural connectivity.
- **40%** of responses for Huntingdonshire either strongly agreed or agreed with the proposed strategy, with improved cycling and pedestrian links, the provision of new bus routes and the need to improve service frequency, the key themes mentioned.
- **38%** of responses for Peterborough either strongly agreed or agreed with the area strategy. Improving cycling and pedestrian links, followed by new train stations and lines, and the need to improve service frequency, the top issues cited.

Respondents were also given the opportunity to provide more general comments relating to transport and/or the draft LTCP. The key themes and issues were as follows:

- The need for improved cycling and pedestrian links.
- The need to reduce car usage.
- The need to improve the frequency of transport services.
- The need to improve rural transport services.
- The need for new train stations and lines in specific locations.
- Suggestions for new bus routes in specific locations.

Where feedback was received that was of a more technical nature, this was passed onto the relevant member of the project team to respond. The project team has carefully reviewed all the feedback received to date, and this will be used to help shape the final LTCP.

1. Introduction

1.1 The Local Transport & Connectivity Plan

1.1.1 The Cambridgeshire & Peterborough Combined Authority (the Combined Authority) is required by law to make and maintain a Local Transport Plan for the region.

1.1.2 The current Local Transport Plan was adopted in January 2020. Since then, significant changes have taken place, which have subsequently meant it is now in need of an overhaul.

1.1.3 The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire and Peterborough. It is therefore essential that a new plan is in place that seeks to ensure transport is made better, faster, safer and more reliable.

1.1.4 The Combined Authority has incorporated the word 'connectivity' in the name of the plan, due to how the internet has changed the way people travel. For example, many more people work or learn from home. There is more online shopping, and more leisure and entertainment is now offered digitally, resulting in fewer journeys. Others use their phones and other devices to buy tickets and check travel information on the go.

1.1.5 To provide people with an early opportunity to have their say about transport within the region, the Combined Authority conducted a public engagement exercise in November 2021, to ensure that early feedback received is used to help shape the plan ahead of the public consultation.

1.1.6 This document summarises the feedback received from the 12-week public engagement exercise held from the Thursday 12th May until Thursday 4th August 2022.

1.1.7 In order to assist with the public engagement, the Combined Authority appointed BECG, a specialist communications consultancy, to form part of its wider project team for the development of the LTCP. The Combined Authority also appointed Infrastructure Matters (IM), a bespoke consultancy, to assist with the engagement of a range of institutions, organisations other groups across the region with the aim of generating a variety of feedback.

1.1.8 All feedback received is accounted for and represented within this document.

1.2 Initial engagement period (November 2021)

1.2.1 In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport were, including better public transport, cycling, and walking, pollution and air quality, and protecting the environment. The public could also talk about specific transport issues.

1.2.2 A total of 569 feedback form were submitted during this consultation period.

1.2.3 Key findings from this initial engagement period included the following:

- 97% of the public understood why a new vision for transport was needed.
- 57% of the public either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
- Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.

- More ambitious carbon net zero targets, more transport infrastructure and affordability were other top priorities.

1.1.1 Members of the public were able to provide their feedback, about their priorities for the LTCP.

1.1.2 The project team also organised an LTCP Stakeholder Briefing with the Mayor and a range of stakeholders in the region to highlight the early key objectives and vision of the LTCP and to get their feedback on proposals to help inform the full draft document.

1.1.3 All feedback submitted as part of this engagement will continue to be considered in the development of the LTCP.

2. Summary of Engagement

2.1 Formal engagement period

2.1.1 Following the initial engagement period described above, a 12-week public consultation was undertaken between May and August 2022, as described in the following sections.

2.2 Engagement methods

2.2.1 Respondents were able to provide their feedback through a number of different channels. A dedicated LTCP public engagement website was established (**www.yourltcp.co.uk**), which included an online feedback form.

2.2.2 A hard-copy brochure containing all of the information on the website, alongside a hard-copy feedback form, was also available on request via the post, and at the deposit locations listed in Section **2.7**.

2.2.3 Stakeholders and members of the public could also provide feedback or ask questions via a dedicated project email address (**contact@your-ltcp.co.uk**).

2.2.4 A freephone information line (0808 258 3225) was also in operation Monday-Friday, 9am-5:30pm for individuals to discuss the available information, request hard copies of materials and provide their feedback.

2.3 Awareness raising and social media

2.3.1 During the initial four-week consultation period, a social media campaign was run to provide insight into the efficacy of various methods, to ensure we take account of what worked and what didn't for the upcoming consultation period.

2.3.2 Insights from this initial period enable us to launch a successful social media and digital advertising campaign, designed to invite users to take part in the survey and attend the in-person events, presenting adverts to a variety of audience via a targeted campaign.

2.3.3 The messages were designed to invite users via presenting local visuals and contextually relevant adverts, as well as using issue led adverts to provoke a response.

2.3.4 The consultation was also advertised throughout the Combined Authority area at 800 real time bus stop displays.

2.3.5 Several press releases were issued before and during the consultation period to inform more people about the consultation and the various ways to take part. Hundreds of people also signed up to a mailing list from November 2021 onwards, to be kept informed of the development of the LTCP. They were contacted to invite them to take part in the consultation.

2.4 Newspaper advertisement

2.4.1 The Combined Authority issued two runs of newspaper advertisements in May and June to publicise the public consultation.

2.4.2 Newspaper adverts in local newspapers were considered by the Combined Authority an accessible method of reaching people outside of the social media campaigns, including those who did not use the internet.

2.4.3 The adverts appeared in the following publications:

- Hunts Post
- Ely Standard
- Peterborough Telegraph
- Cambridge Independent
- Cambs Times
- Wisbech Standard
- Fenland Citizen

HAVE YOUR SAY ON OUR TRANSPORT FUTURE

Cambridgeshire & Peterborough Local Transport and Connectivity Plan

LTCP Local Transport & Connectivity Plan — CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

The Combined Authority is developing a plan for better transport in Cambridgeshire and Peterborough.

The Local Transport and Connectivity Plan (LTCP) will shape the future of transport in our region.

To gather feedback on the draft plan, we are hosting a public consultation from 12 May to 4 August 2022. It's easy to take part and your views will help shape the final LTCP.

WHAT IS THE LTCP?

The LTCP is the Combined Authority's long-term strategy to improve transport in the region.

The plan will make our transport better, faster and more reliable. It will address the big issues like climate change, pollution, inequality and public health.

HAVE YOUR SAY

You can have your say on the draft LTCP at **yourltcp.co.uk** or by attending one of the consultation events listed below.

You can request a copy of the consultation materials by calling **0808 258 3225**.

CONSULTATION EVENTS

Venue & Address	Date	Time
March Community Centre, 34 Station Road, March PE15 8LE	Friday 20 May 2022	14.00 – 18.00
Priory Centre, Priory Lane, Saint Neots PE19 2BH	Tuesday 24 May 2022	12.00 – 18.00
Lion Yard Shopping Centre, St Tibbs Row, Cambridge CB2 3ET	Wednesday 25 May 2022	11.00 – 17.00
St John the Baptist Church, Church Street, Cathedral Square, Peterborough PE1 1XB	Tuesday 31 May 2022	14.00 – 19.00
Ramsey Community Centre, 14-18 Stocking Fen Road, Ramsey, PE26 2UR	Wednesday 1 June 2022	14.00 – 19.00
Queen Mary Centre, Queens Road, Wisbech PE13 2PE	Tuesday 14 June 2022	15.00 – 19.00
The Lighthouse Centre, 13 Lynn Road, Ely, CB7 4EG	Thursday 23 June 2022	12.00 – 17.00
Cambourne Church Centre, Jeavons Lane, Great Cambourne CB23 6AF	Saturday 25 June 2022	14.00 – 18.00
Queensgate Shopping Centre, Long Causeway, Peterborough PE1 1NT	Saturday 2 July 2022	10.00 – 15.00
Huntingdon Town Hall, 53 High Street, Huntingdon PE29 3AQ	Tuesday 5 July 2022	14.00 – 19.00
The Grafton Centre, 6 Grafton Centre, Cambridge CB1 1PS	Wednesday 6 July 2022	12.00 – 18.00
Spicers Pavilion, Spicers Sports Field, Cambridge Road, Sawston, Cambridge CB22 3DG	Thursday 14 July 2022	14.00 – 18.00
St. Andrew's Church, Fountain Lane, Soham, Ely CB7 5ED	Friday 15 July 2022	14.00 – 18.00

ANY QUESTIONS?

You can contact us via: Website **yourltcp.co.uk** Email **contact@** 1 of 1 **YOUR LTCP** (no stamp required)

An example of a newspaper advert

2.5 Public consultation events

2.5.1 To provide an opportunity for the public to ask question to members of the project team in person, discuss any concerns / feedback and collect consultation materials, the Combined Authority arranged 14 public consultations, in a variety of districts and a one-off pop-up event in the Serpentine Green Shopping Centre. The following locations were used:

Venue & Address	Date	Time
March Community Centre, 34 Station Road, March PE15 8LE	Friday 20 May 2022	14.00 – 18.00
Priory Centre, Priory Lane, St Neots PE19 2BH	Tuesday 24 May 2022	12.00 – 18.00
Lion Yard Shopping Centre, St Tibbs Row, Cambridge CB2 3ET	Wednesday 25 May 2022	11.00 – 17.00
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St. Andrew's Church, Fountain Lane, Soham, Ely CB7 5ED	Friday 15 July 2022	14.00 – 18.00
Serpentine Green Shopping, Hargate Way, Peterborough PE7 8BE	Friday 29th July 2022	11.00-15.00

2.5.2 The public consultation events were well attended with approximately 400 members of the public spread across all 14 events.

St. Andrew's Church, Soham

The Lion Yard, Cambridge

2.5.3 Members of the project team were on hand to assist members of the public with any queries or feedback. Copies of the engagement brochure, feedback form and pre-paid envelopes were made available at each of these events, for members of the public to gain further information, and to provide feedback.

2.6 Website

2.6.1 A dedicated website provided further information about the LTCP and detailed how the community could have their say about transport within the region. The website is hosted at: **www.yourltcp.co.uk**

The homepage of the LTCP website

2.6.2 The website includes information on:

- What is the LTCP?
- Our vision and priorities
- About the Combined Authority
- FAQs
- Contact Us
- Have Your Say

2.6.3 The website was viewed by approximately **10,913 individuals** and feedback provided by **826 respondents** during the consultation period**.**

2.7 Deposit locations

2.7.1 To ensure the public engagement exercise was accessible to all members of the community, the Combined Authority displayed the engagement materials in six deposit locations, in each of the six districts of the Combined Authority. The following locations were used:

Deposit Location	Address	Opening Hours
Peterborough Central Library	Broadway, Peterborough PE1 1RX	Mon – Fri: 10.00 - 17.00 Sat: 9.00 – 15.00 Sun: Closed
Aldi Huntingdon	4 Edison Bell Way, Huntingdon PE29 3HG	Mon – Sat: 8.00 – 22.00 Sun: 10.00 – 16.00
Co-op Sawston	29-31 High Street, Sawston, Cambridge, CB22 3BG	Mon – Sat: 7.00 – 22.00
Cambridge Central Library	7 Lion Yard, Cambridge, CB2 3QD	Mon – Fri: 9.30 – 18.00 Sat: 10.00 – 18.00 Sun: 12.00 – 16.00
Ely Library	6 The Cloisters, Ely CB7 4ZH	Mon: 9.30 – 13.00 Tues, Wed, Fri: 9.30-17.00 Thurs: 9.30-19.00 Sat: 9.30 – 16.00 Sun: Closed
Wisbech Library	Ely Place, Wisbech, PE13 1EU	Mon: 9.30 – 13.00 Tues: 9.30 – 19.00 Wed – Fri: 9.30 – 17.00 Sat: 9.30 – 16.00 Sun: Closed

Co-op Sawston

Wisbech Library

Peterborough Central Library

Aldi – Huntingdon

2.7.2 Copies of the engagement brochure, feedback form and pre-paid envelopes were made available at each of these locations, for members of the public to gain further information, and to provide feedback.

2.7.3 The project team regularly liaised with each deposit location and arranged for materials to be replenished where necessary. During the consultation period, popular locations such as the Cambridge Central Library were replenished during the engagement period.

2.8 Project email address

2.8.1 A specific project email address was set up to receive feedback and answer any queries both during and after the engagement period. The email address was: **contact@yourltcp.co.uk**

2.9 Post-paid and 0800 comment facility

2.9.1 During and after the public engagement, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.

2.9.2 The telephone number used (**0808 258 3225**) was in operation Monday – Friday between the hours of 9.00am and 5.30pm.

2.9.3 Information was given to callers where possible, and if questions were of a technical nature, these were passed on to project team members.

2.9.4 A freepost address was set up, 'Your LTCP,' alongside paper copies of the brochure and feedback form, which were available upon request.

2.10 Stakeholder engagement

2.10.1 During the 12-week public consultation, the LTCP team directly engaged **over 90** stakeholders from across the region (and indirectly many more – through established stakeholder networks), focusing on rural areas as well as more urban centres. These stakeholders were a mix of organisations, including local businesses (SMEs and large corporate firms), educational institutions (schools, colleges, and universities), healthcare institutions, campaign and representative groups, and charities.

2.10.2 The LTCP team also had **10** separate one-to-one briefings with individual organisations, carefully selected to ensure that the region's diverse range of organisations located in rural and urban areas referenced above were represented. These 30-minute briefings gave the LTCP team a chance to give each stakeholder a detailed overview of the draft LTCP and allowed them to ask questions.

2.10.3 In July, the LTCP team arranged two virtual business briefings to provide organisations with a detailed overview of the draft LTCP and included a dedicated Q&A session at the end for questions. Nearly **40** organisations from across Cambridgeshire & Peterborough attended, representing sectors including secondary and higher education, healthcare, life sciences, agriculture, construction, and representative and campaign groups.

2.10.4 The LTCP team also attended several pre-scheduled meetings with representative bodies across business, transport and healthcare to amplify the consultation message amongst a wider set of organisations.

2.10.5 During the consultation period, stakeholders commented on the draft LTCP. Some of the key themes and questions were as follows:

- How will transport projects get prioritised in the final LTCP?
- The current public transport provision and link to the region's ability to attract talent.
- Inclusion of education & skills is essential within the final LTCP.
- Bus service improvements are required.
- LTCP and link to funding.
- Has freight, logistics, and last mile deliveries been fully considered in the LTCP?
- The need for an even greater emphasis on active travel.
- Combined Authority and net zero carbon?
- Expanded digital capabilities are needed to enhance the region's competitiveness.
- The final LTCP should be more explicitly linked to boosting the region's economic growth and productivity.
- Expanding electric vehicle charging provision is needed to reduce the region's carbon emissions.

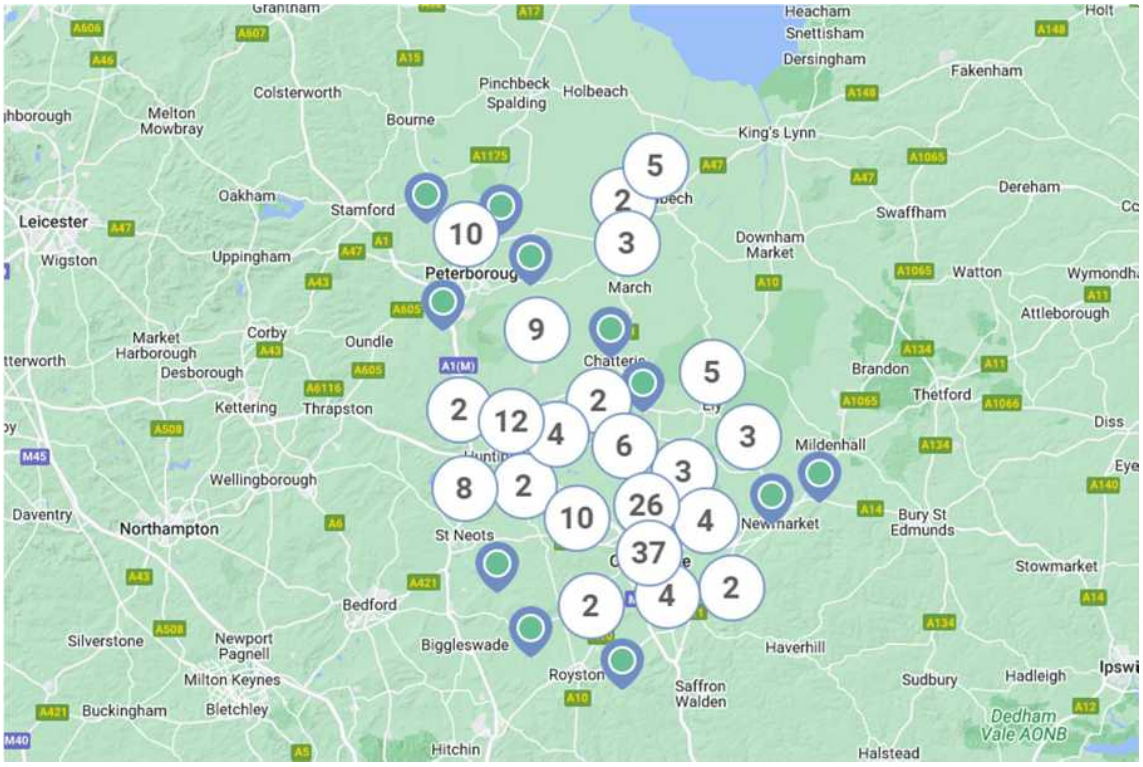
2.10.6 By 4th August, the LTCP team had received written submissions from **48** organisations, providing an important representation of the views from organisations within Cambridgeshire & Peterborough.

3. Summary of Respondents

3.1 Method of responses

3.1.1 During the consultation period, the vast majority of respondents chose to respond via the online feedback form, with 826 of the 928 total responses being submitted this way, while the remainder were either posted or scanned and emailed to the project email address.

3.2 Location of respondents



An illustrative map depicting the location of respondents

3.2.1 As shown 180 respondents provided us with their location. Of these, there is a good range of responses from across the region, despite the fact that the majority of responses have been provided by those living in Cambridge, Peterborough, and Huntingdonshire. This also included 4 responses from London.

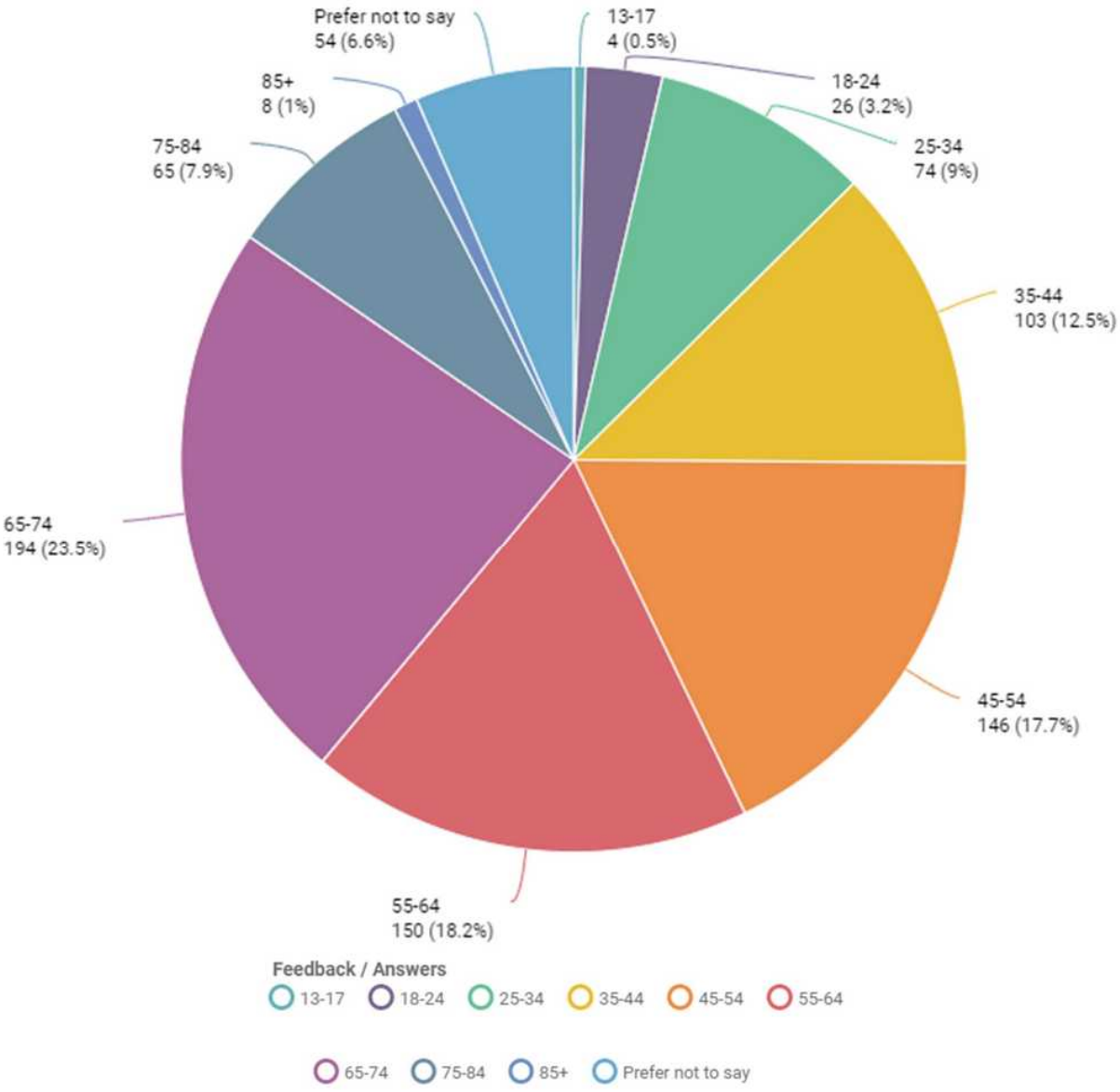
3.2.2 Outside of the larger urban areas Ramsey had the highest proportion of feedback submissions, highlighting an enhanced level of awareness in this town. This is consistent with the initial, four-week consultation period.

3.3 Age ranges of respondents

3.3.1 824 respondents provided their age group. Of these, the 65-74 age group have been the most likely to provide feedback at 23.5%. This was followed by the 55-64 age group (18.2%), and the 45-54 age group (17.7%).

3.3.2 This remains broadly consistent with the consultation conducted in 2021 and highlights that those who responded to this consultation tend to older age groups.

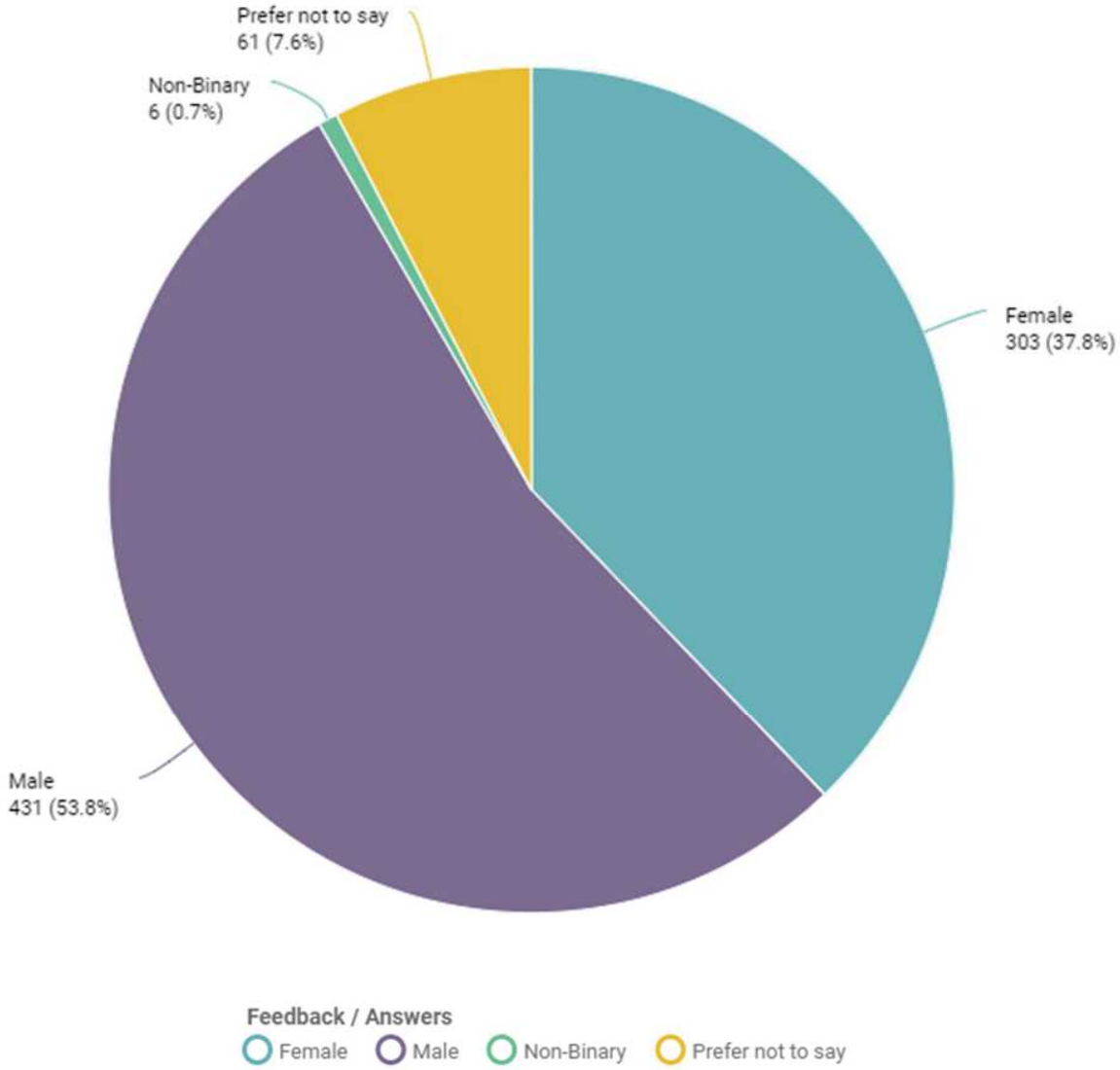
3.3.3 Efforts were made by the Combined Authority to improve the age balance in respondents through a targeted social media campaign.



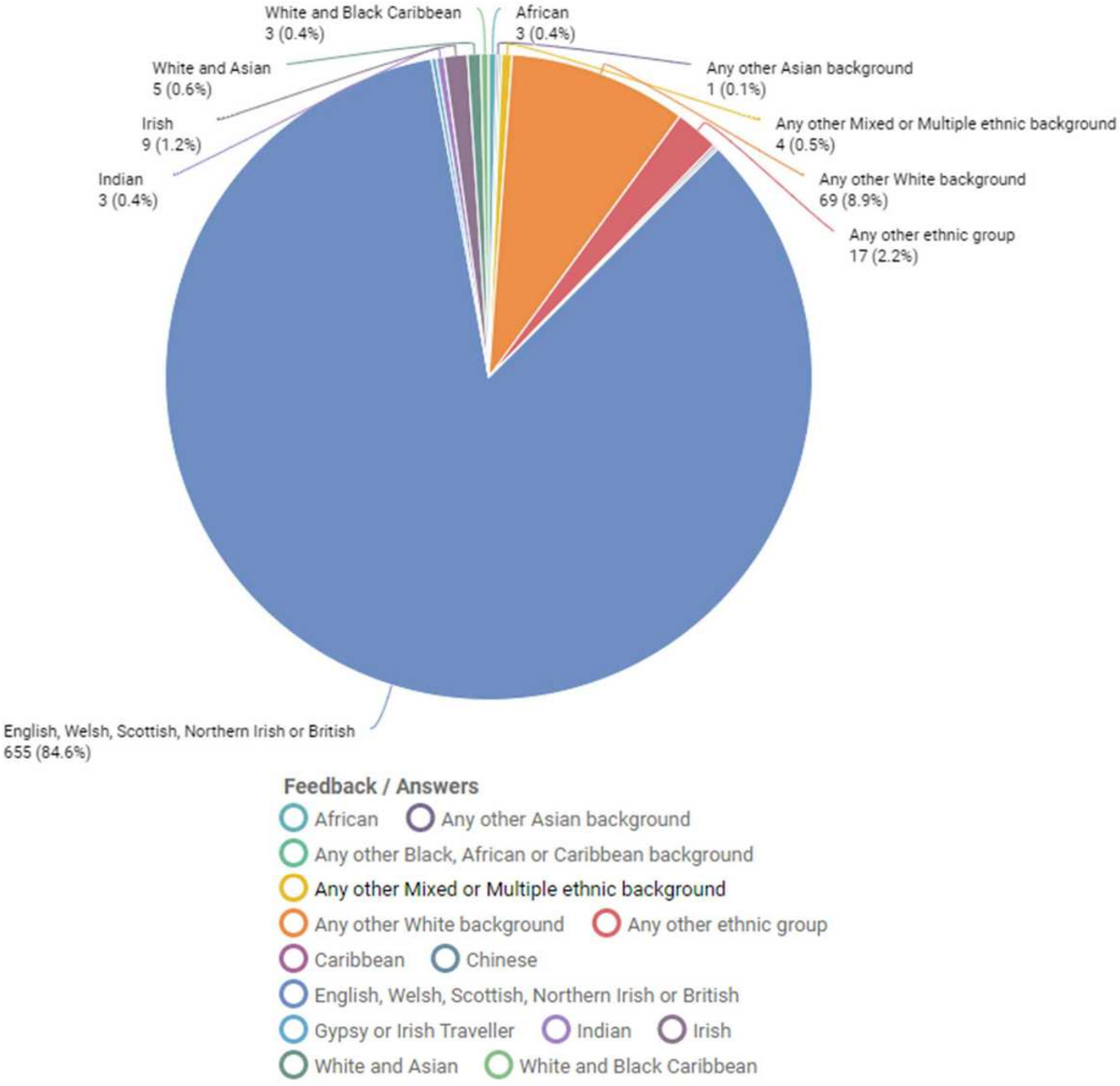
3.4 Gender of respondents

3.4.1 801 respondents provided an answer as to their sex. 53.8% of forms have been submitted by males, with 37.8% by females, whilst 7.6% preferred not to disclose their gender identity, with 0.7% identifying as non-binary. There was a significantly larger proportion of male respondents when compared with female respondents.

3.4.2 Once again, these sex proportions remain consistent with the previous consultation period.

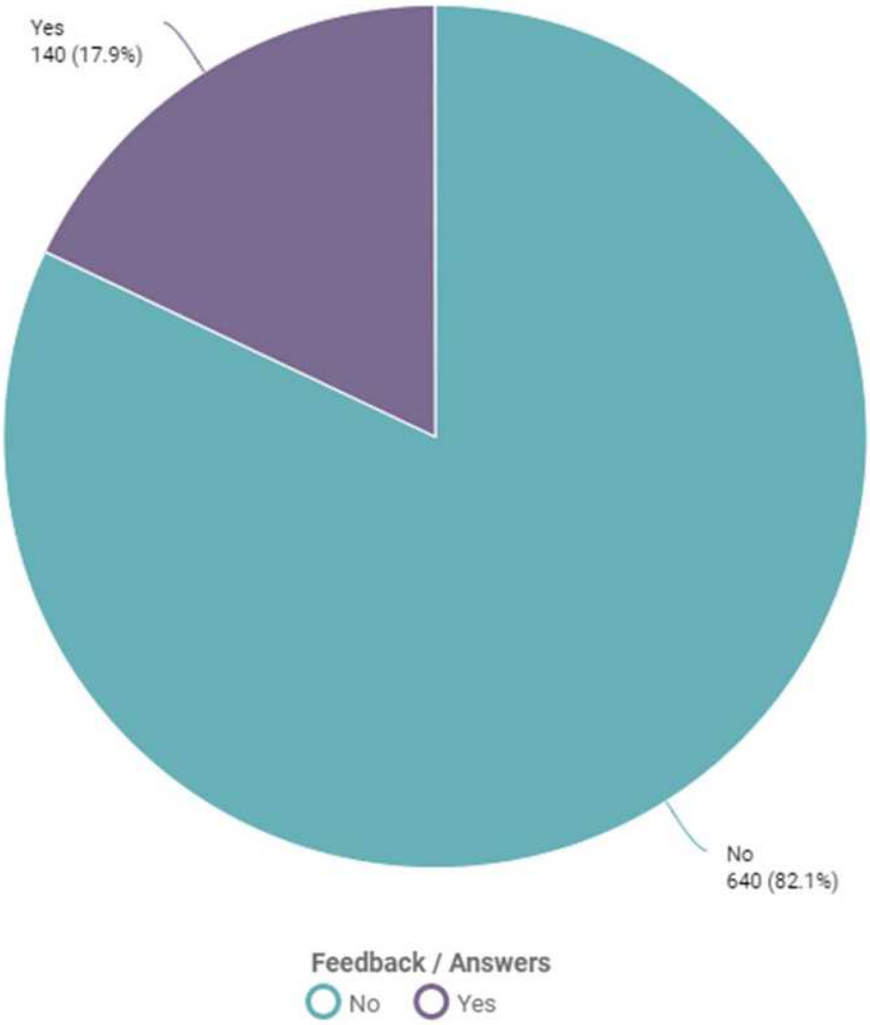


3.5 Ethnicity of respondents



3.6 The majority of respondents have been from British backgrounds (84.6%), with a further 8.9% from other White backgrounds. The remaining responses (totalling 6.5%) have been provided by a mix of those from Indian, White, and Asian, White and Black Caribbean, African, Irish and any other ethnic background.

3.7 Disability of respondents



3.7.1 Overall, 140 respondents (17.9%) have identified as having a disability, with the remaining 82.1% noting that they do not have a disability.

4. Summary of Public Feedback

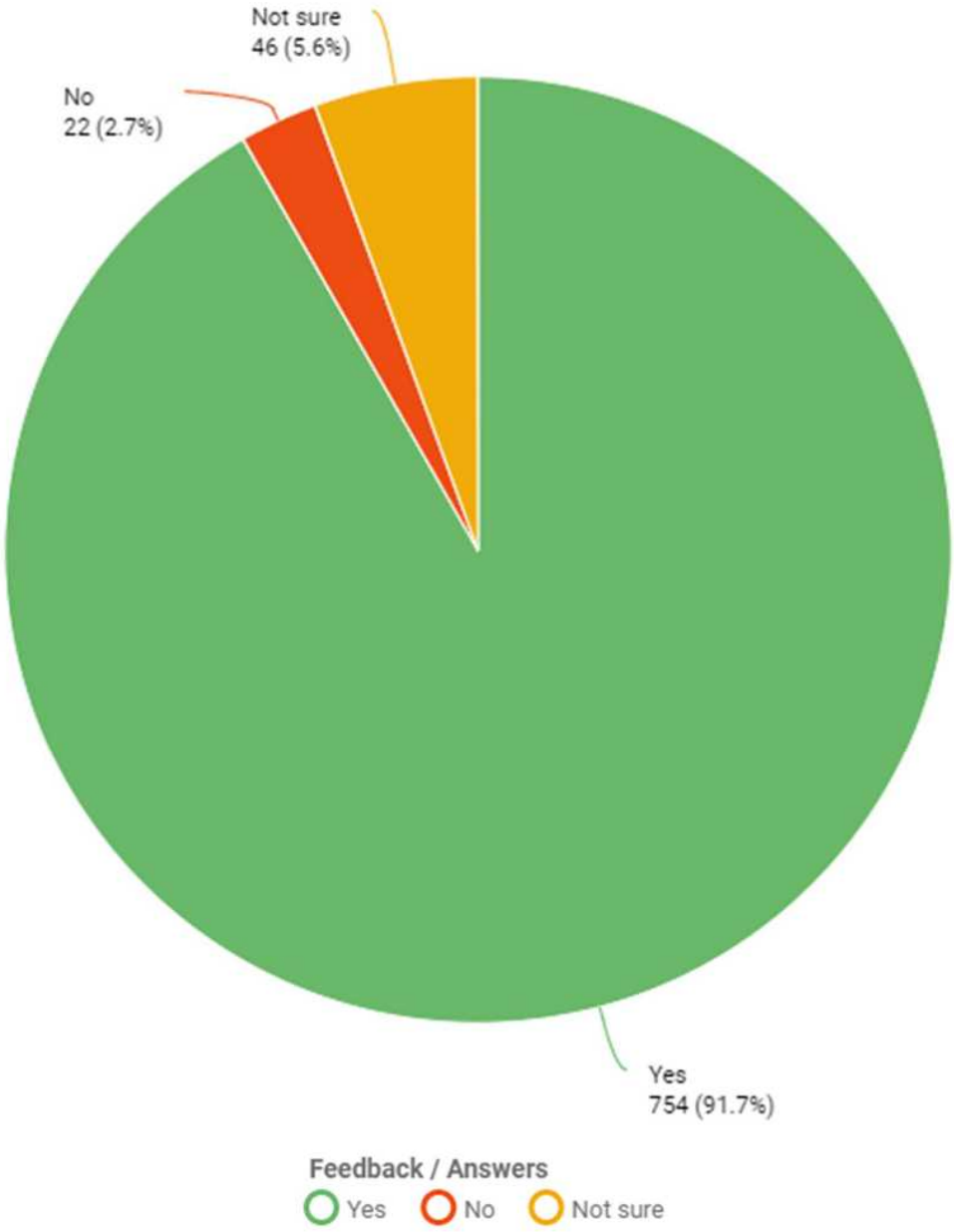
4.1 Summary of feedback forms

4.1.1 The following analysis covers the data and responses received up to (and including) Thursday 4th August 2022.

4.1.2 A total of 826 feedback forms were received by the online deadline of Thursday 4th August 2022, and the postal deadline of Monday 8th August 2022.

4.1.3 Responses were recorded for each of the nine questions asked, and the data is presented within this report along with the issues that were raised by respondents.

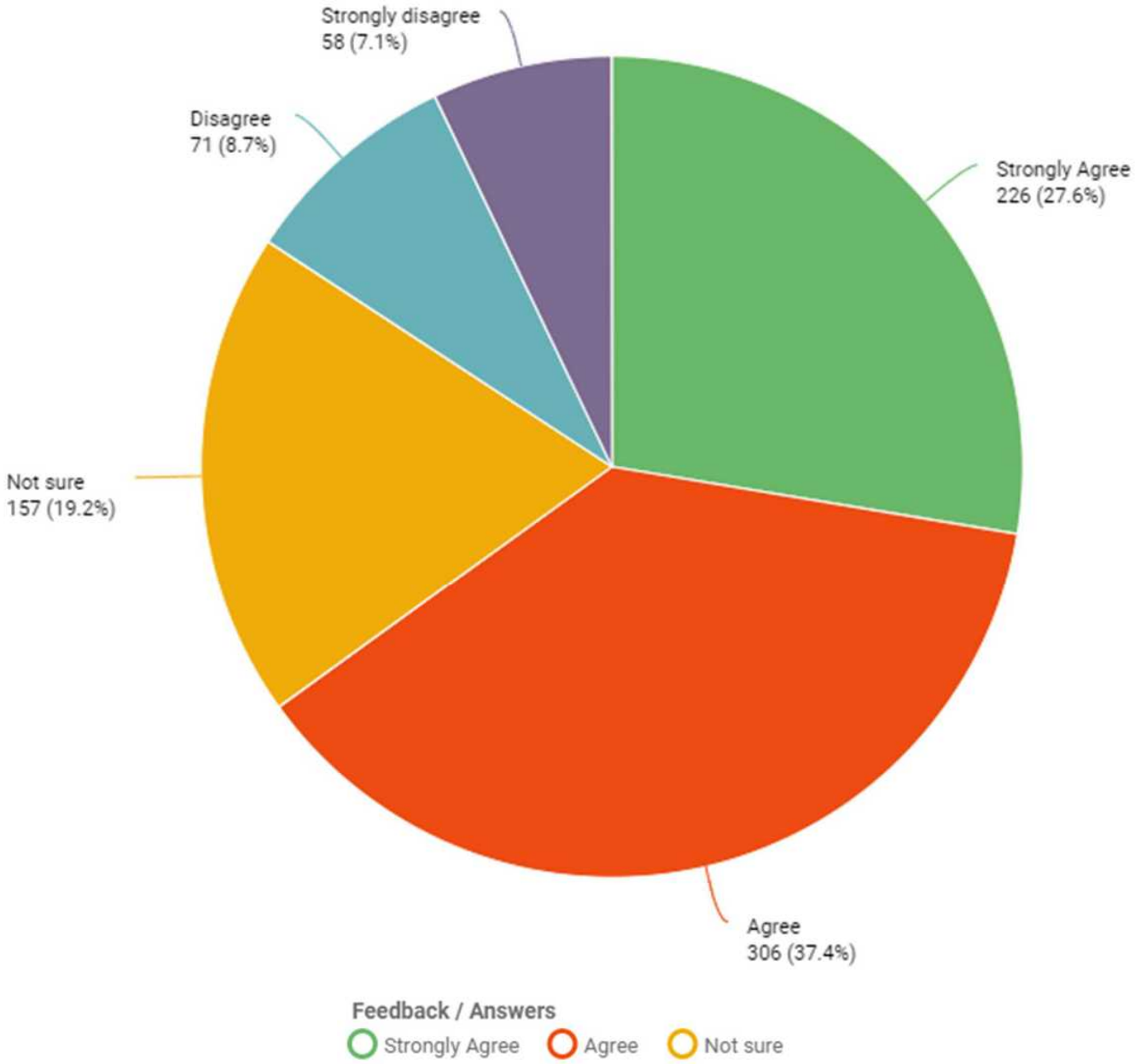
Q1: Do you understand why we are making a new Local Transport and Connectivity Plan (LTCP)?



4.1.4 Overall, 754 feedback forms (91.7%) answered 'Yes' to the first question, confirming that they understood why the Combined Authority is producing an updated Local Transport and Connectivity Plan.

4.1.5 22 responses (2.7%) answered 'No' to this question. This first question did not ask respondents to provide further comments. An additional 46 (5.6%) answered 'Not Sure' to this question, with a further four responses that did not provide an answer.

Q2: To what extent do you agree with the proposed LTCP vision?



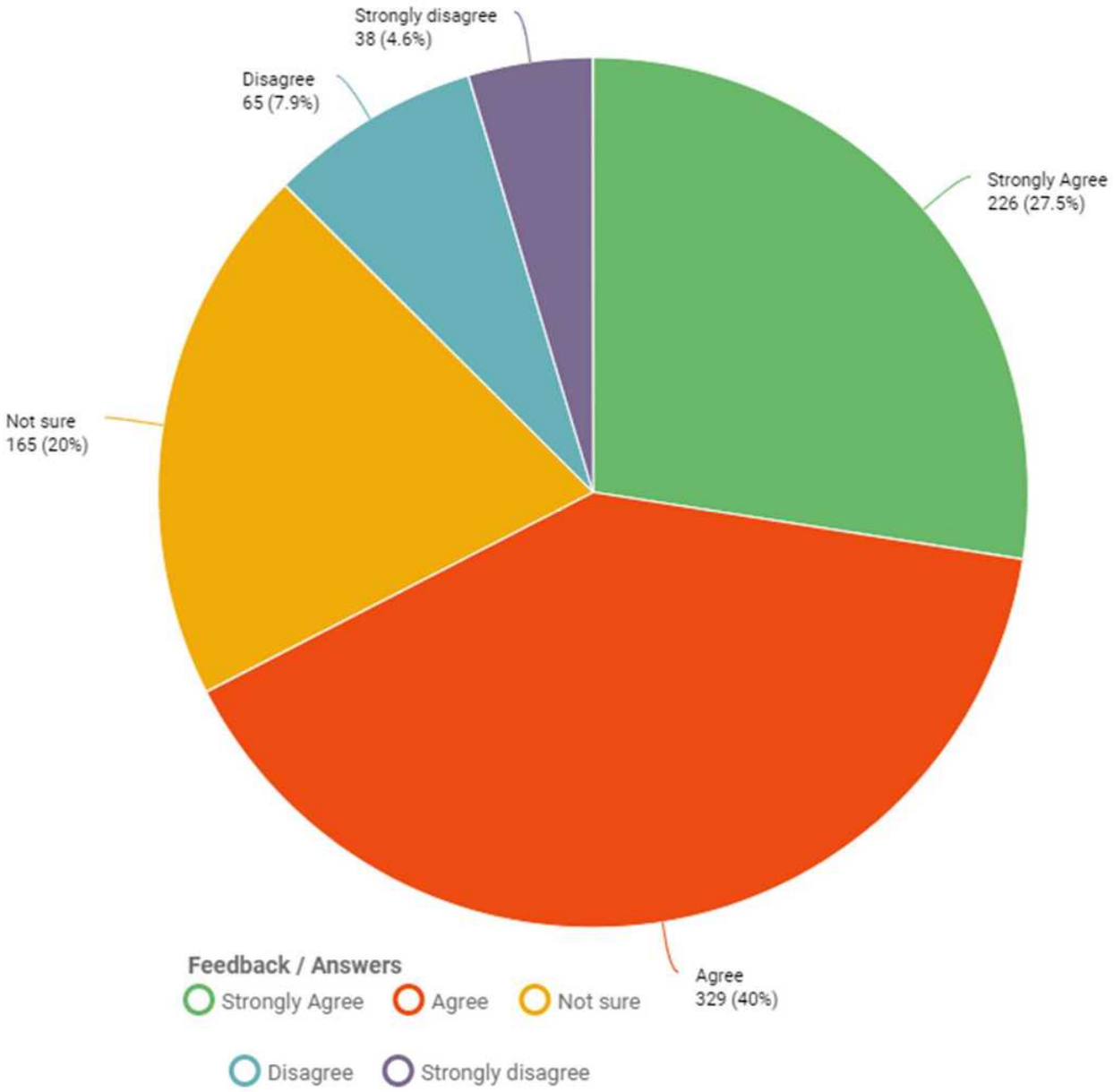
4.1.6 Of the responses recei with the vision set out by the Combined Authority.

4.1.7 7.1% of responses strongly disagreed with the vision laid out by the Combined Authority, with a further 8.7% who selected disagree. A further 19.2% of responses selected that they were not sure.

Q3: To what extent do you agree with the proposed LTCP goals?

4.1.8 This question asked respondents to select whether they agreed with the six LTCP goals. Therefore, each goal is analysed in turn.

Goal 1 – Productivity

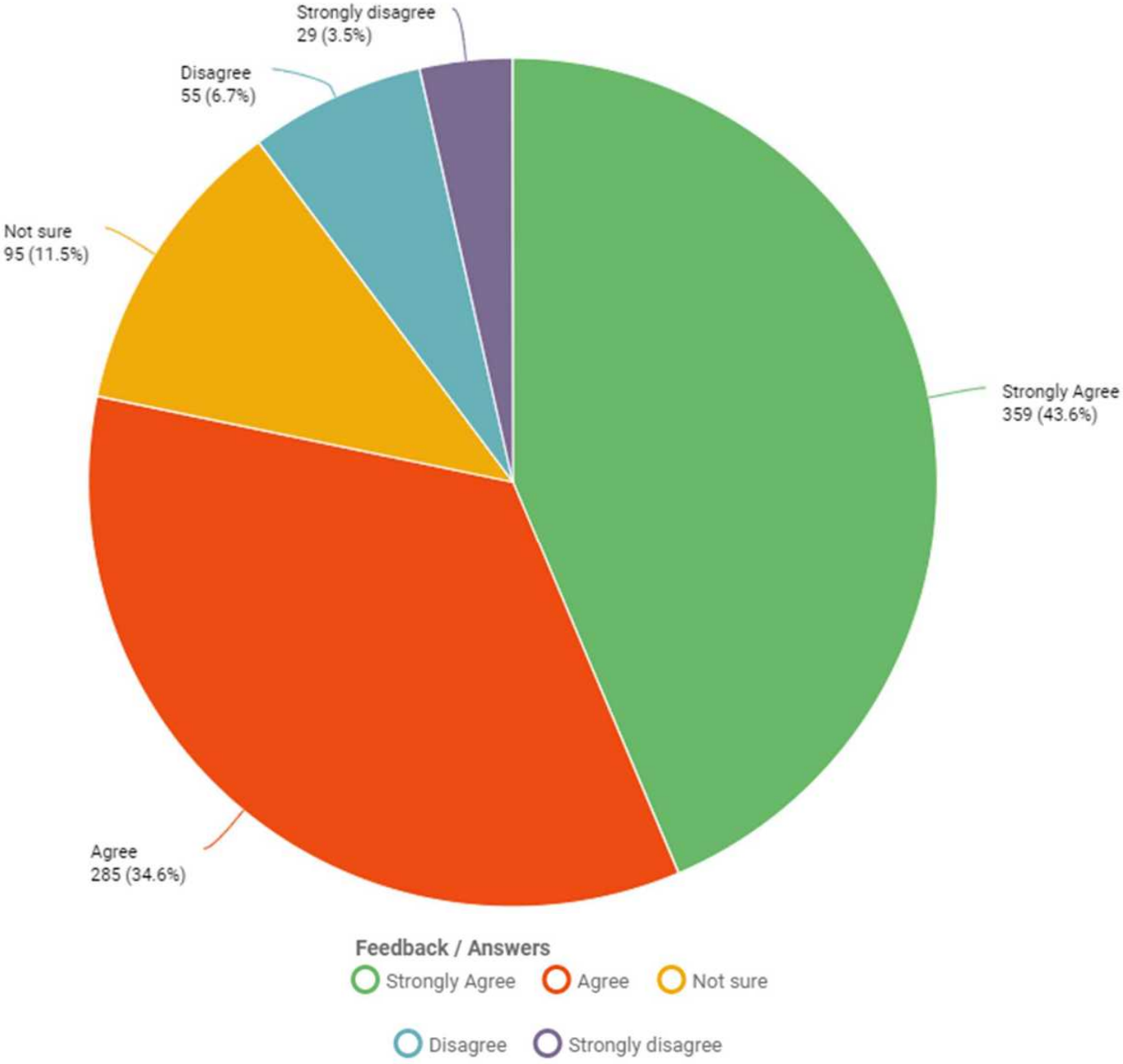


4.1.9 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that productivity should be a goal within the LTCP.

4.1.10 67% of responses either strongly agreed or agreed that productivity should be included as a goal within the LTCP.

4.1.11 A further 7.9% selected disagree, with 4.6% of responses who strongly disagreed. 20% of responses were unsure.

Goal 2 – Connectivity

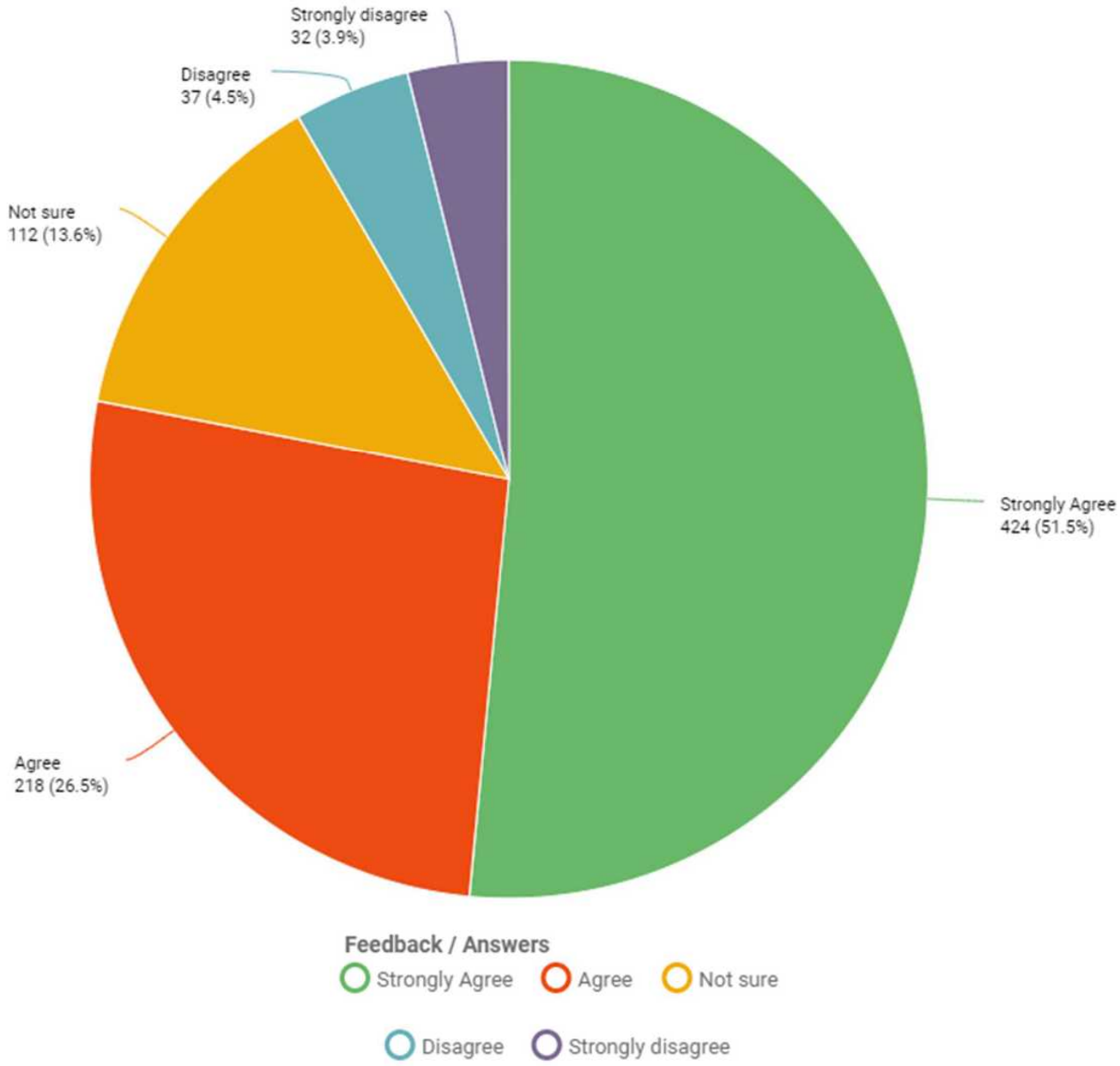


4.1.12 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that connectivity should be a goal within the LTCP.

4.1.13 78.2% of responses either strongly agreed or agreed that connectivity should be included as a goal within the LTCP.

4.1.14 A further 6.7% selected disagree, with 3.5% of responses who strongly disagreed. 11.5% of responses were unsure.

Goal 3 – Climate

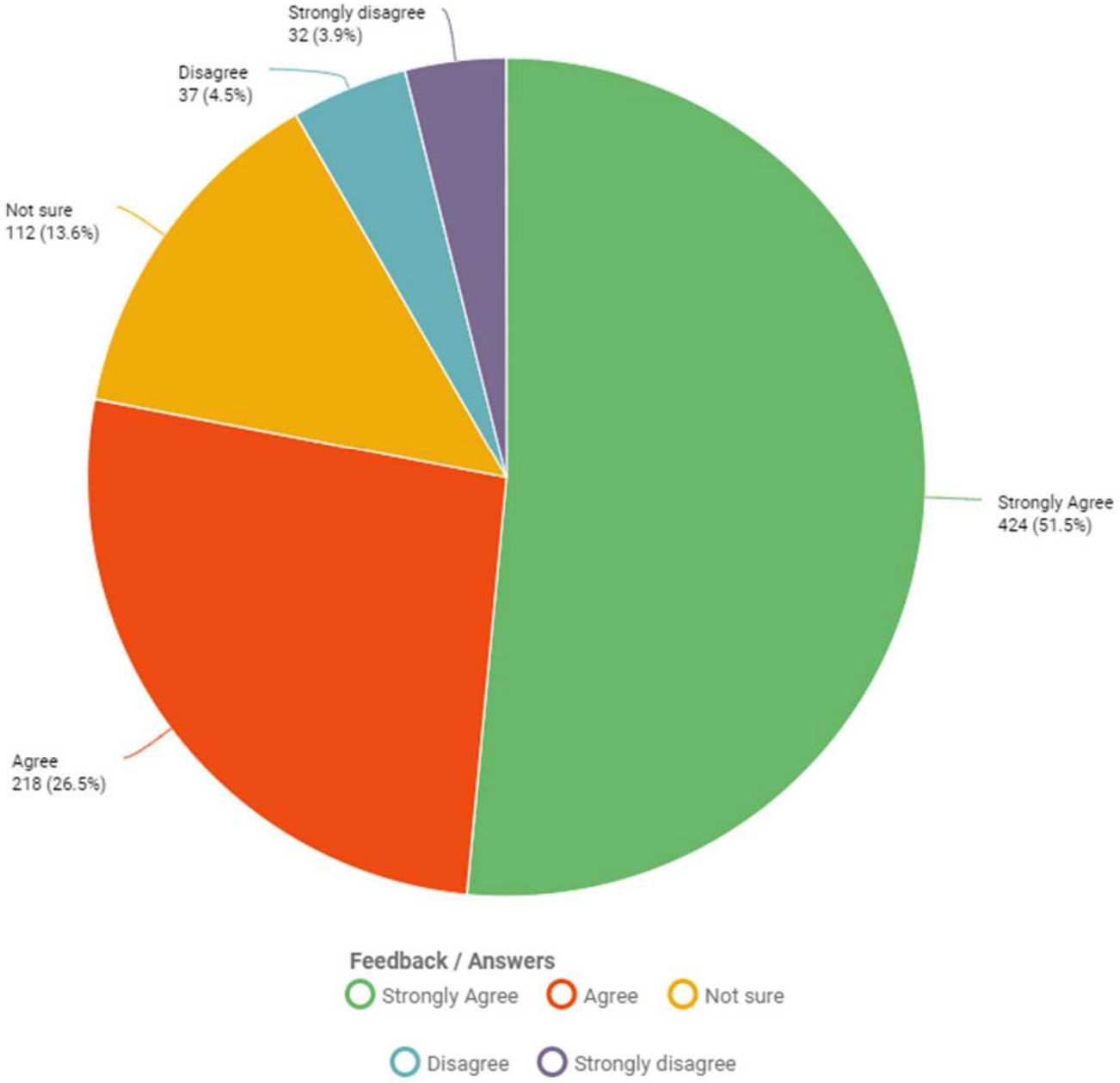


4.1.15 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that climate should be a goal within the LTCP.

4.1.16 78% of responses either strongly agreed or agreed that climate should be included as a goal within the LTCP.

4.1.17 A further 4.5% selected disagreed, with 3.9% of responses who strongly disagreed. 13.6% of responses were unsure.

Goal 4 – Environment

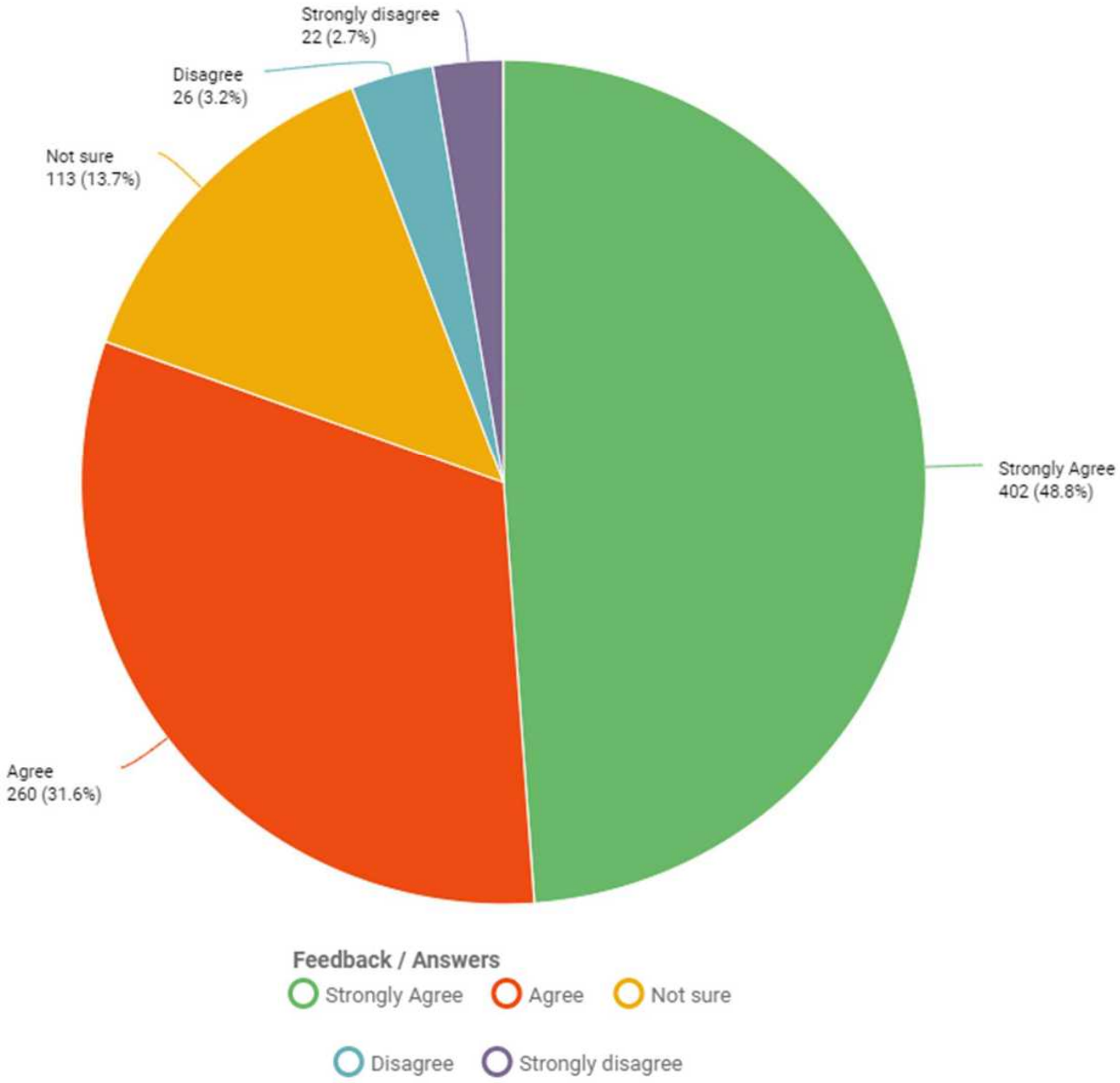


4.1.18 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that the environment should be a goal within the LTCP.

4.1.19 79.7% of responses either strongly agreed or agreed that the environment should be included as goal within the LTCP.

4.1.20 A further 3.5% selected disagree, with 4% of responses who strongly disagreed. 12.8% of responses were unsure.

Goal 5 – Health

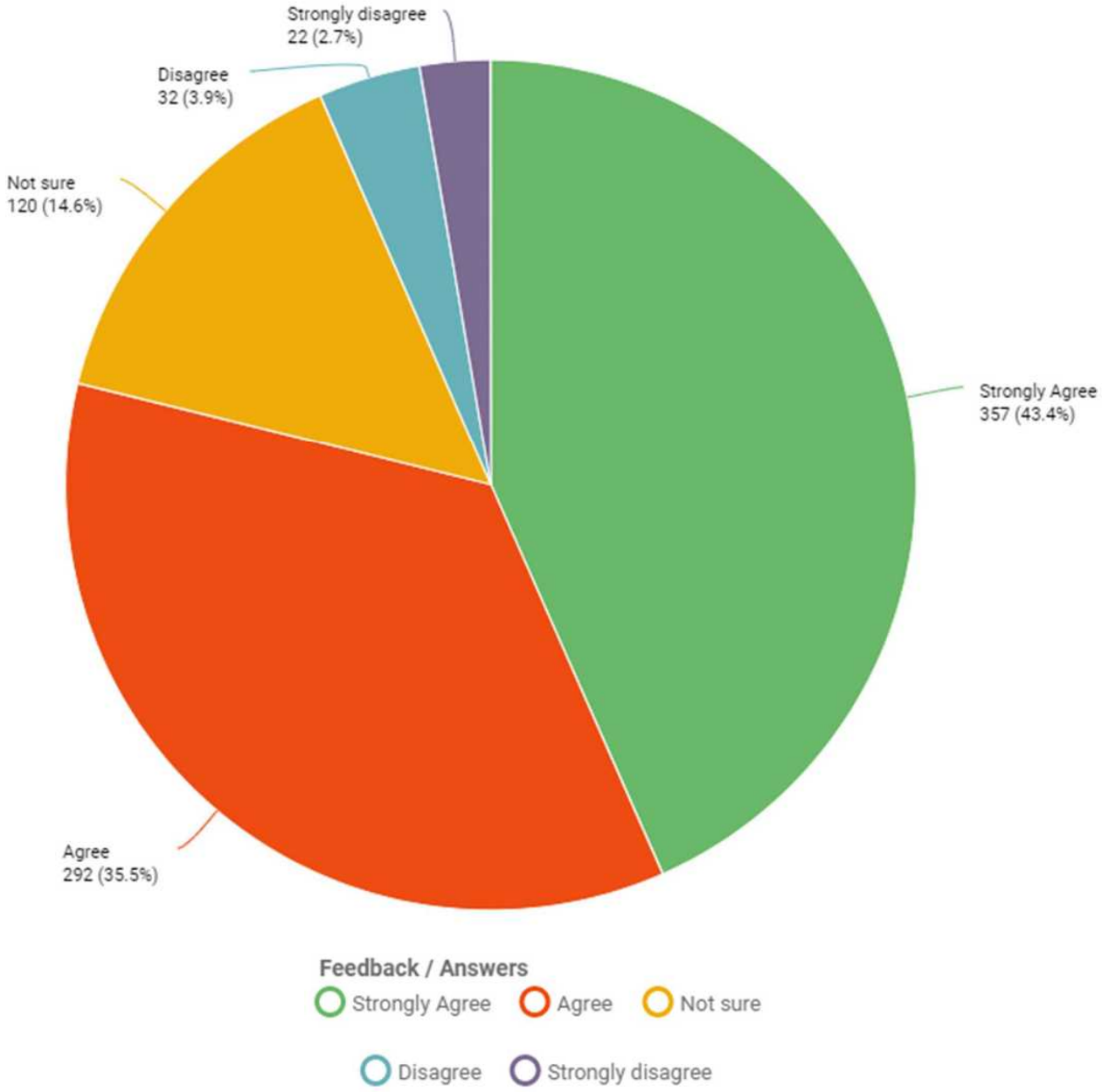


4.1.21 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that health should be a goal within the LTCP.

4.1.22 80.4% of responses either strongly agreed or agreed that health should be included as a goal within the LTCP.

4.1.23 A further 3.2% selected disagree, with 2.7% of responses who strongly disagreed. 13.7% of responses were unsure.

Goal 6 – Safety



4.1.24 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that safety should be a goal within the LTCP.

4.1.25 78.9% of responses either strongly agreed or agreed that safety should be included as a goal within the LTCP.

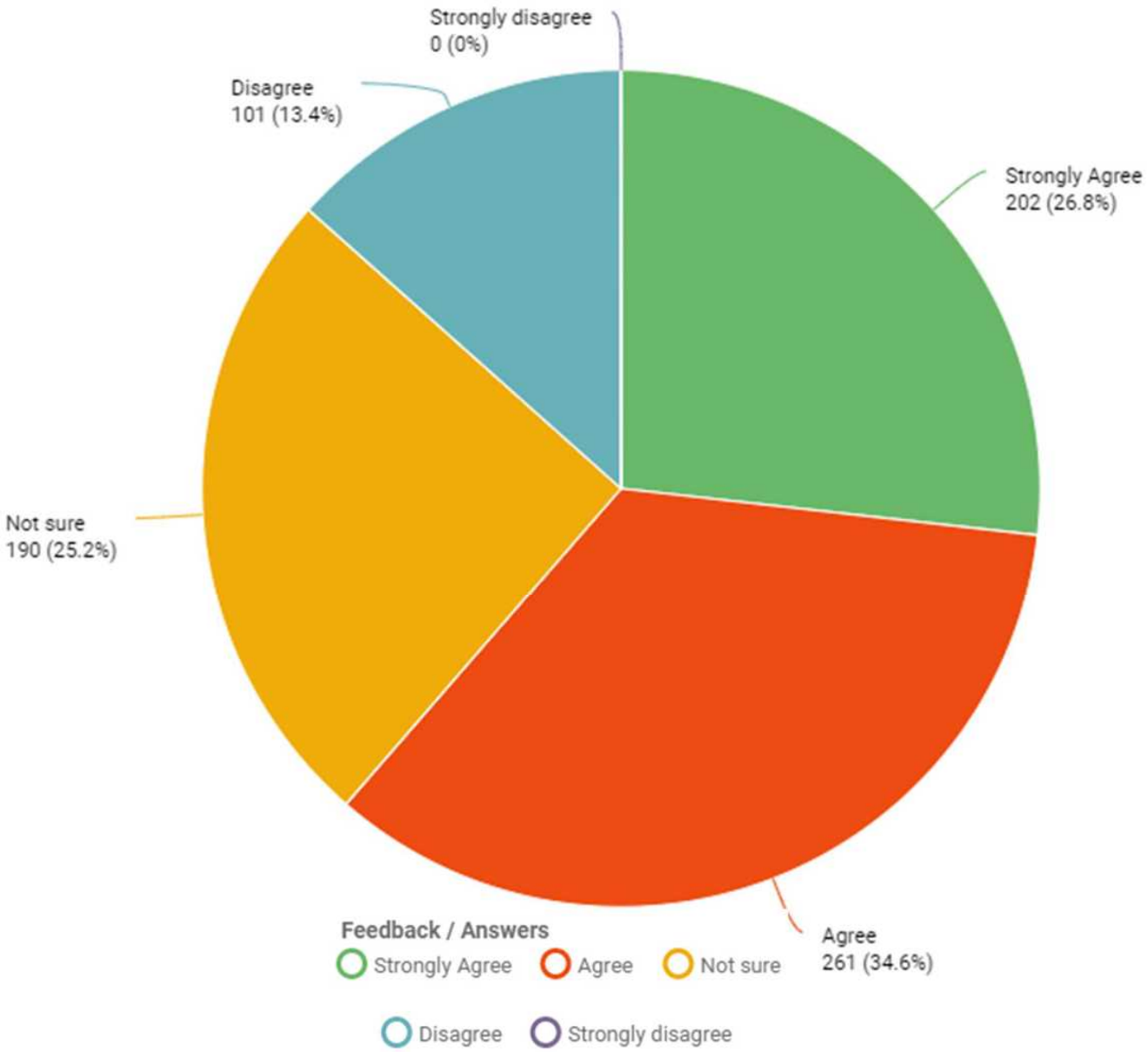
4.1.26 A further 3.9% selected disagree, with 2.7% of responses who strongly disagreed. A further 14.6% of responses were unsure.

Q4: To what extent do you agree with the proposed LTCP objectives?

4.1.27 This question asked respondents to select from eleven LTCP objectives and determine whether they agreed with the proposed LTCP objectives.

4.1.28 Therefore, each of the eleven objectives is analysed in turn below.

Objective 1 – Housing

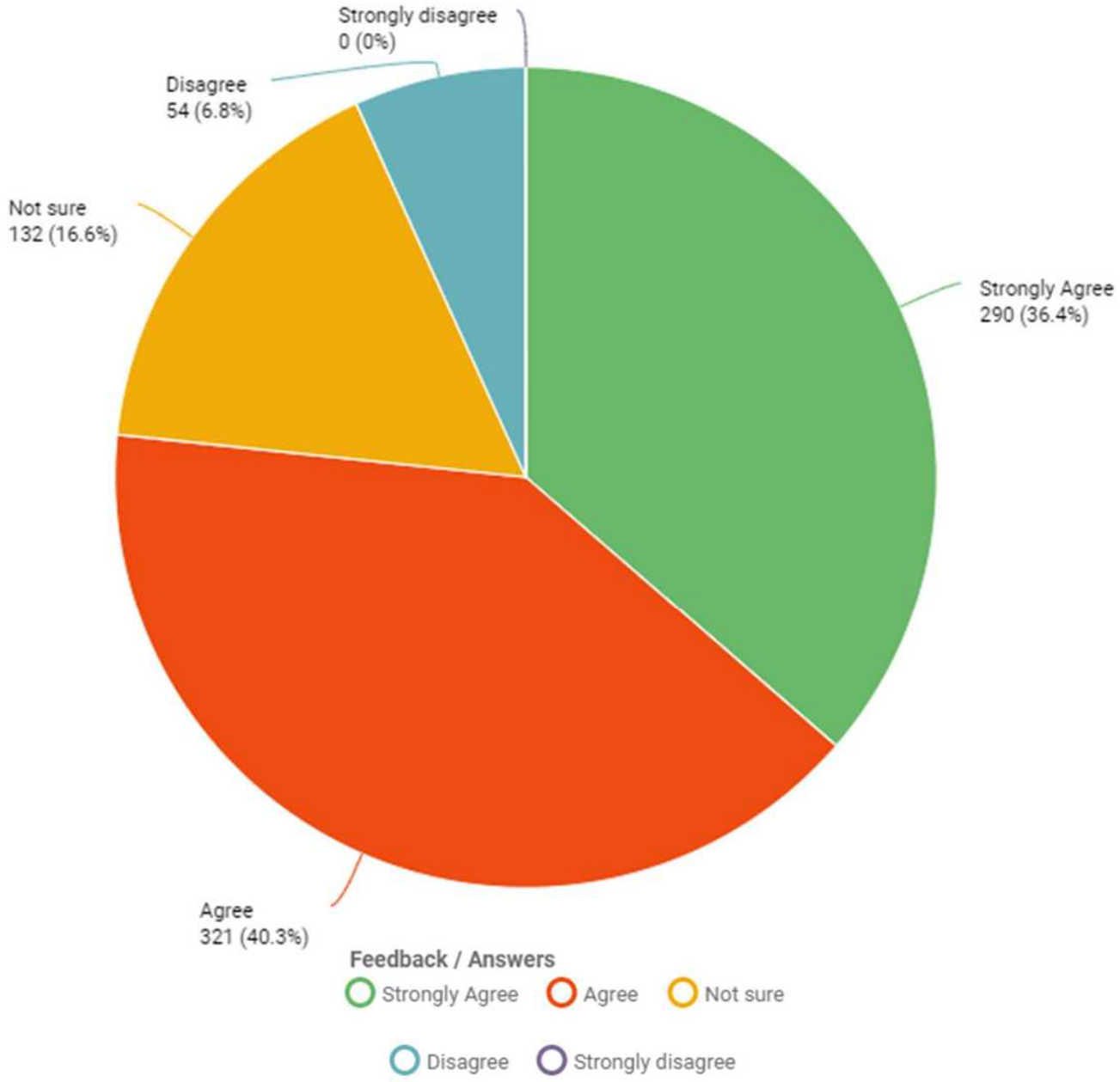


4.1.29 A total of 754 feedback submissions provided an answer, when asked to what extent they agreed the housing should be an objective within the LTCP.

4.1.30 61.4% of responses either strongly agreed or agreed that housing should be included as an objective within the LTCP.

4.1.31 A further 13.4% selected disagree, with 25.2% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 2 – Employment

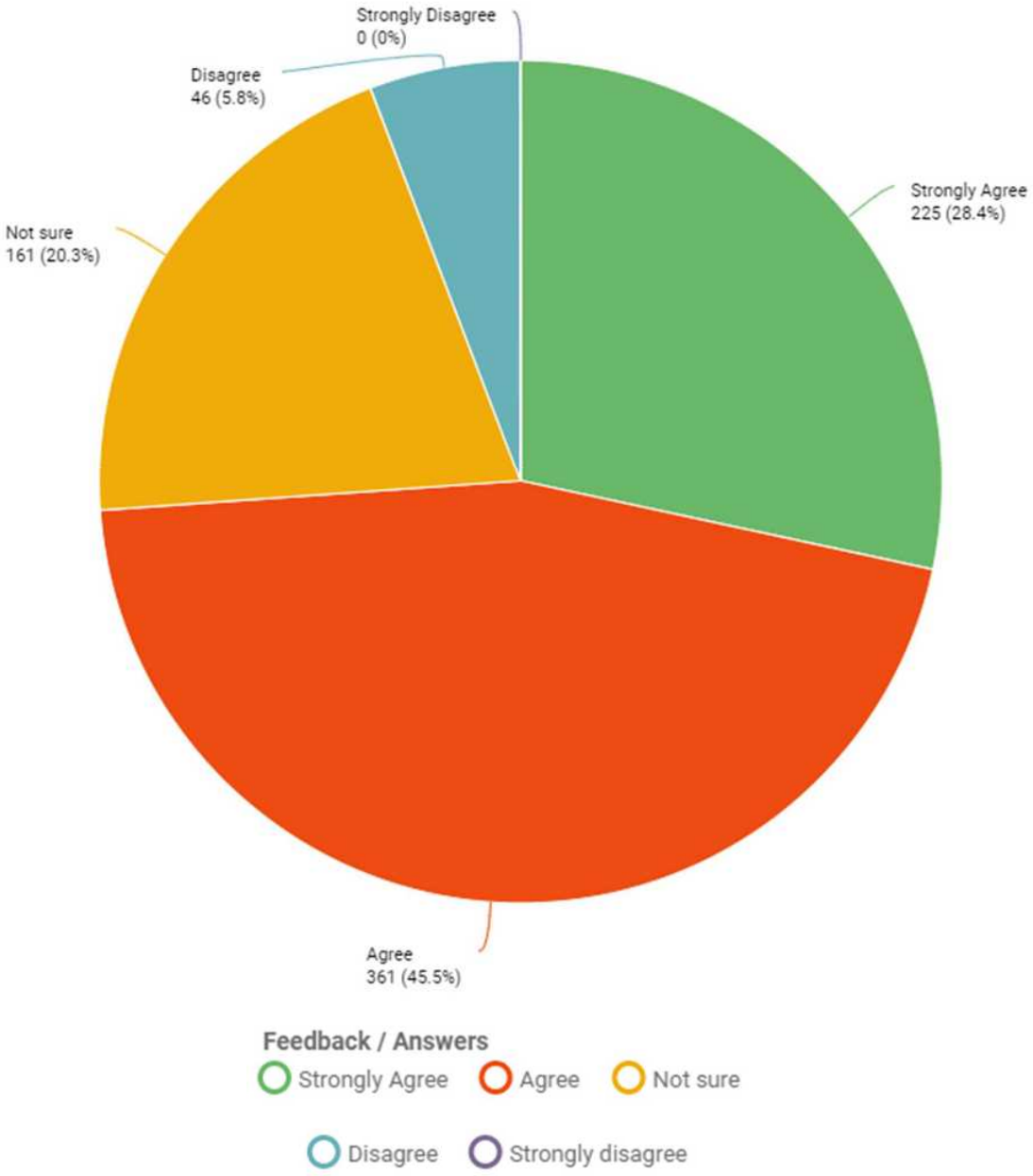


4.1.32 A total of 797 feedback submissions provided an answer, when asked to what extent they agreed that employment should be included as an objective within the LTCP.

4.1.33 76.7% of responses either strongly agreed or agreed that employment should be included as an objective within the LTCP.

4.1.34 A further 6.8% selected disagree, with 16.6% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 3 – Business and Tourism

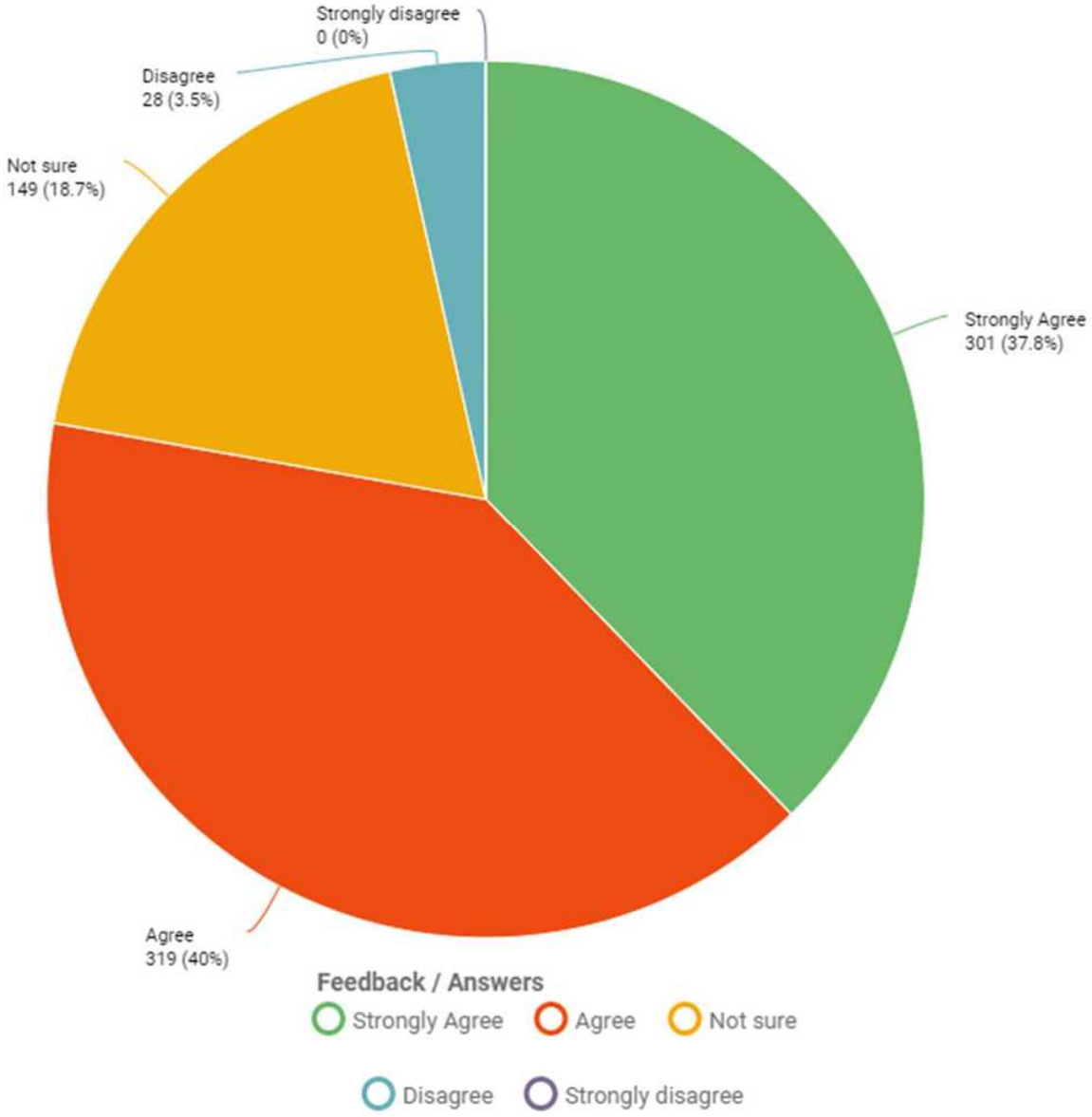


4.1.35 A total of 793 feedback submissions provided an answer, when asked to what extent they agreed that business and tourism should be included as an objective within the LTCP.

4.1.36 73.9% of responses either strongly agreed or agreed that business and tourism should be included as an objective within the LTCP.

4.1.37 A further 5.8% selected disagree, with 20.3% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 4 – Resilience

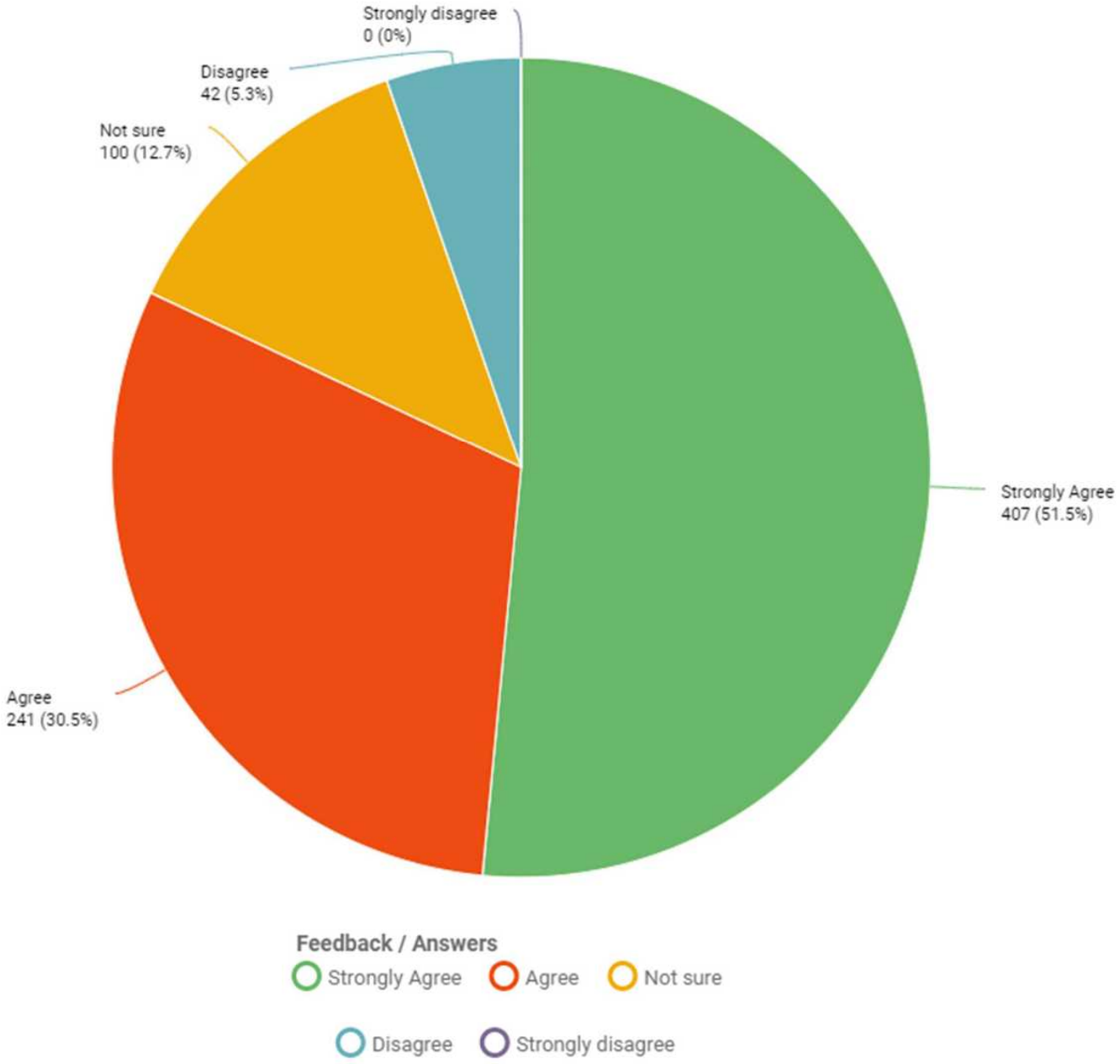


4.1.38 A total of 797 feedback submissions provided an answer, when asked to what extent they agreed that resilience should be an objective within the LTCP.

4.1.39 77.8% of responses either strongly agreed or agreed that resilience should be included as an objective within the LTCP.

4.1.40 A further 3.5% selected disagree, with 18.7% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 5 – Accessibility

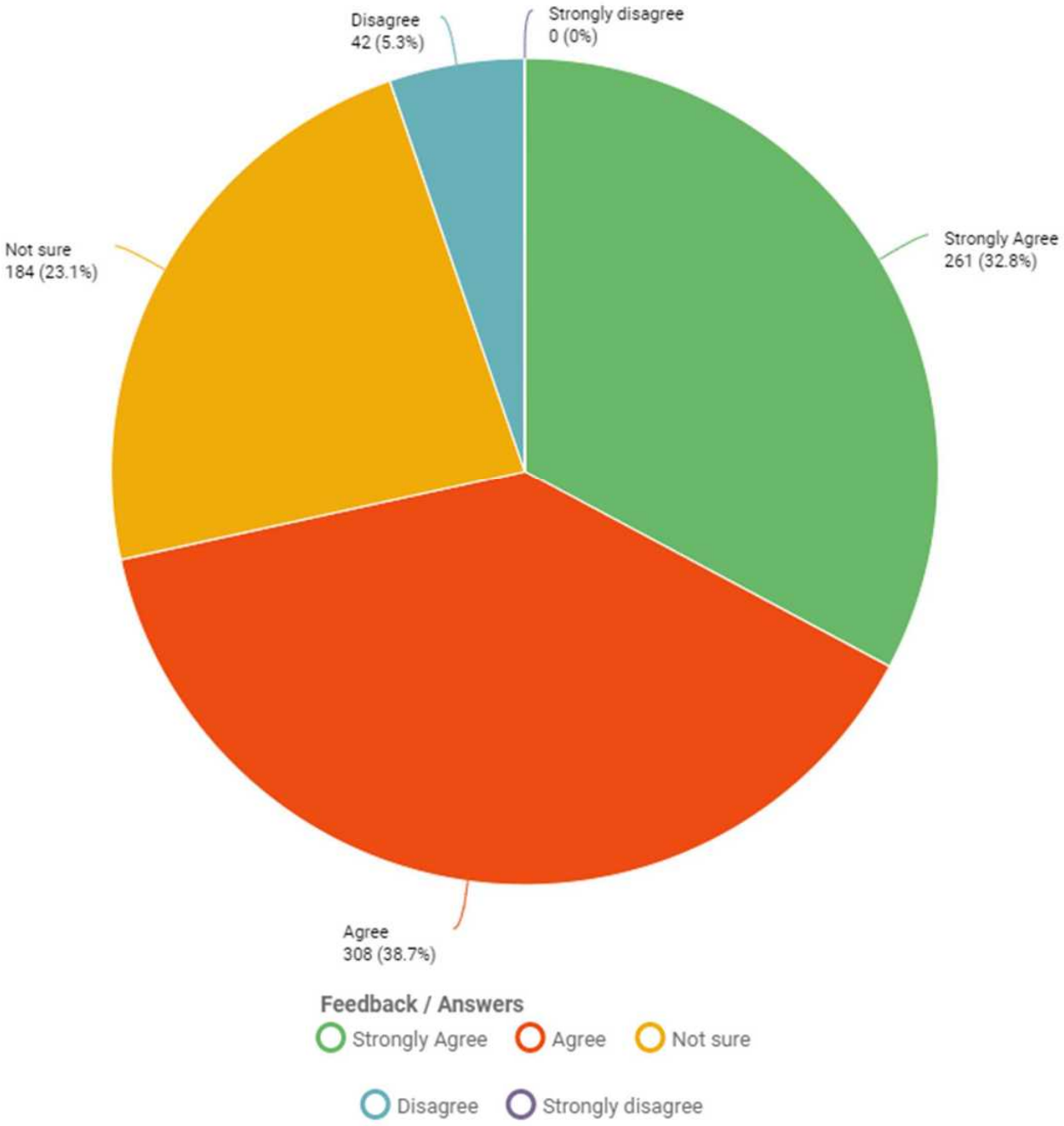


4.1.41 A total of 790 feedback submissions provided an answer, when asked to what extent they agreed that accessibility should be an objective within the LTCP.

4.1.42 82% of responses either strongly agreed or agreed that accessibility should be included as an objective within the LTCP.

4.1.43 A further 5.3% selected disagree, with 12.7% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 6 – Digital

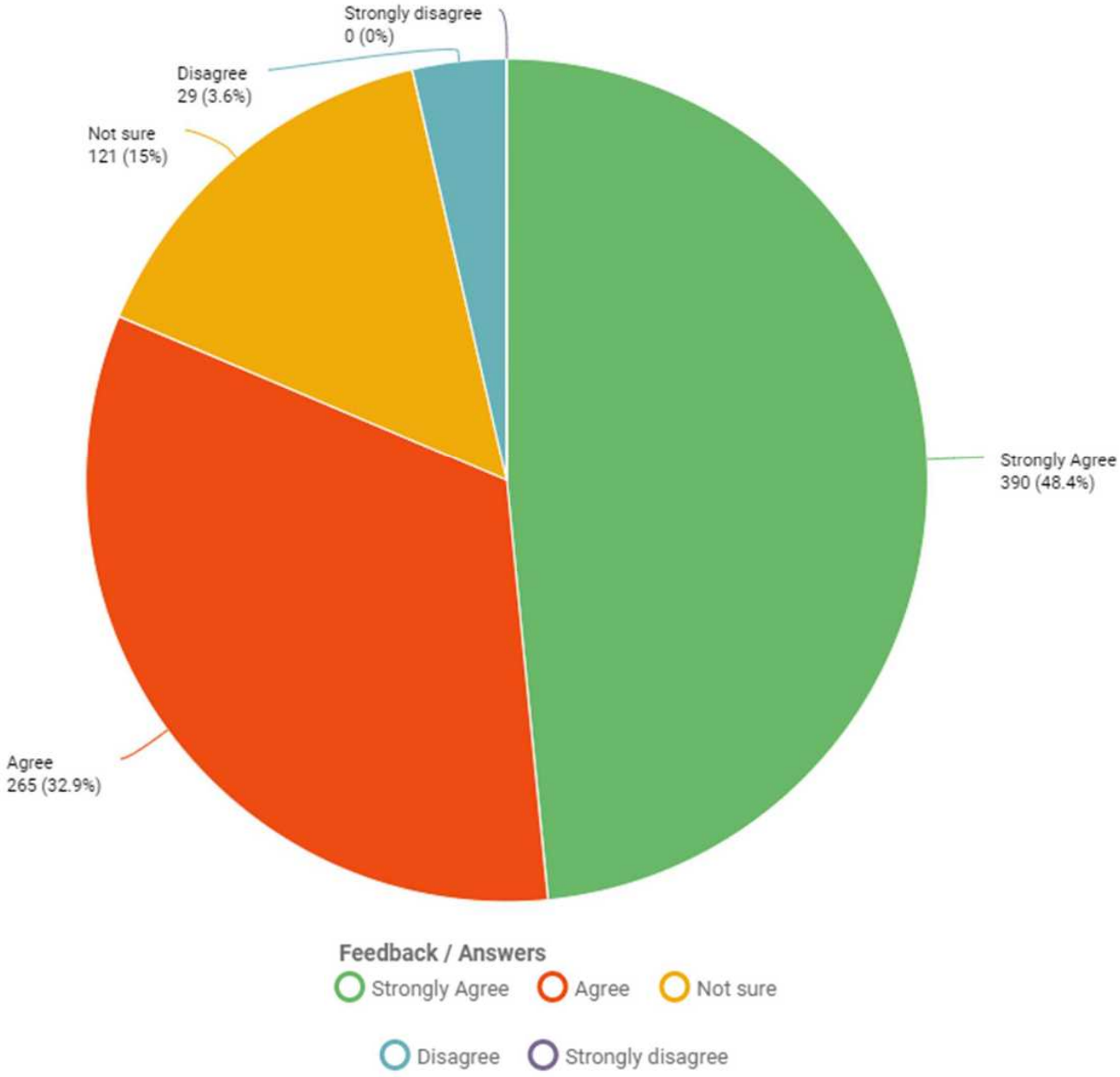


4.1.44 A total of 795 feedback submissions provided an answer, when asked to what extent they agreed that digital should be an objective within the LTCP.

4.1.45 71.5% of responses either strongly agreed or agreed that digital should be included as an objective within the LTCP.

4.1.46 A further 5.3% selected disagree, with 23.1% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 7 – Health and Wellbeing

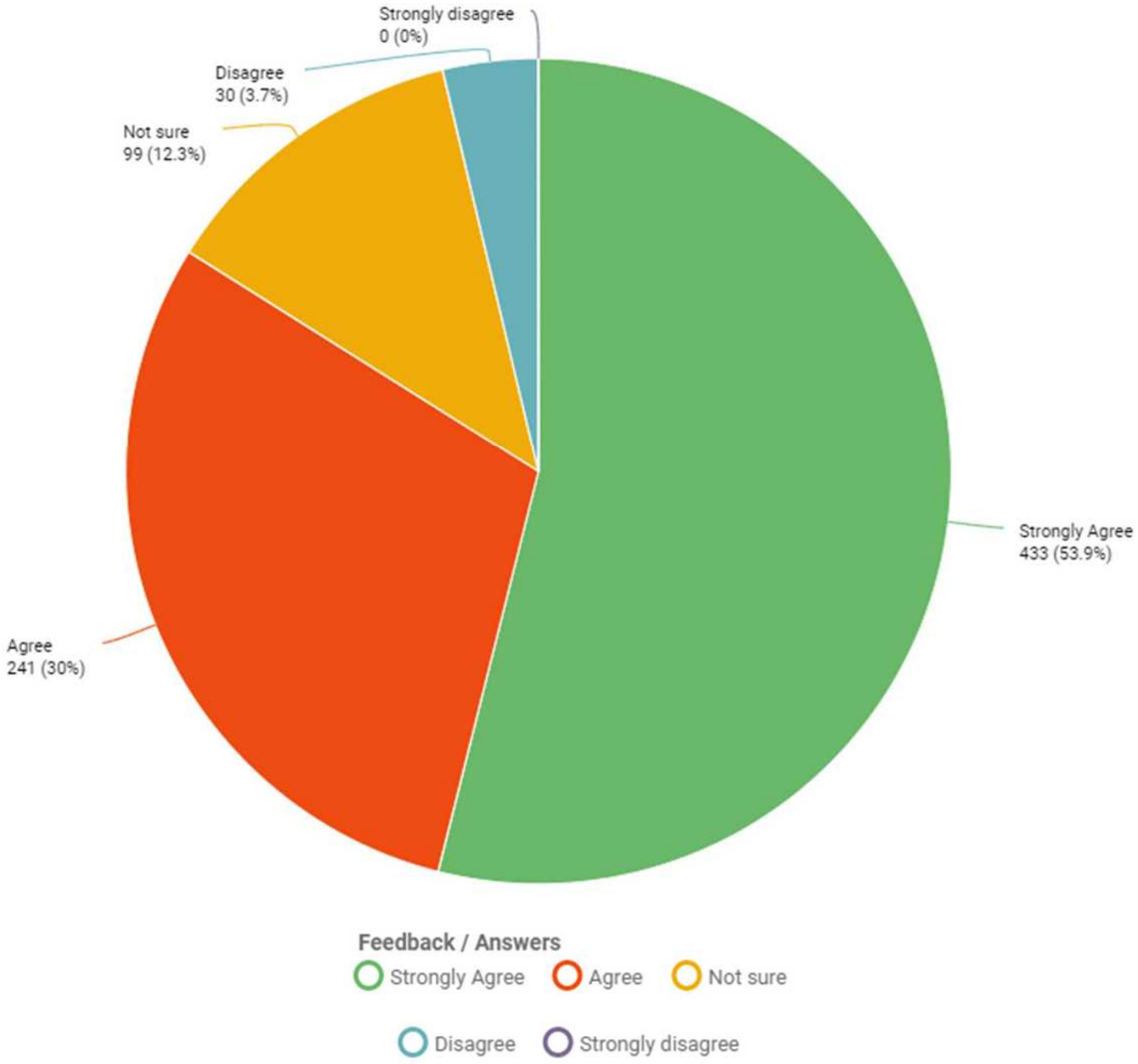


4.1.47 A total of 805 feedback submissions provided an answer, when asked to what extent they agreed that health and wellbeing should be an objective within the LTCP.

4.1.48 81.3% of responses either strongly agreed or agreed that health and wellbeing should be included as an objective within the LTCP.

4.1.49 A further 3.6% selected disagree, with 15% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 8 – Air Quality

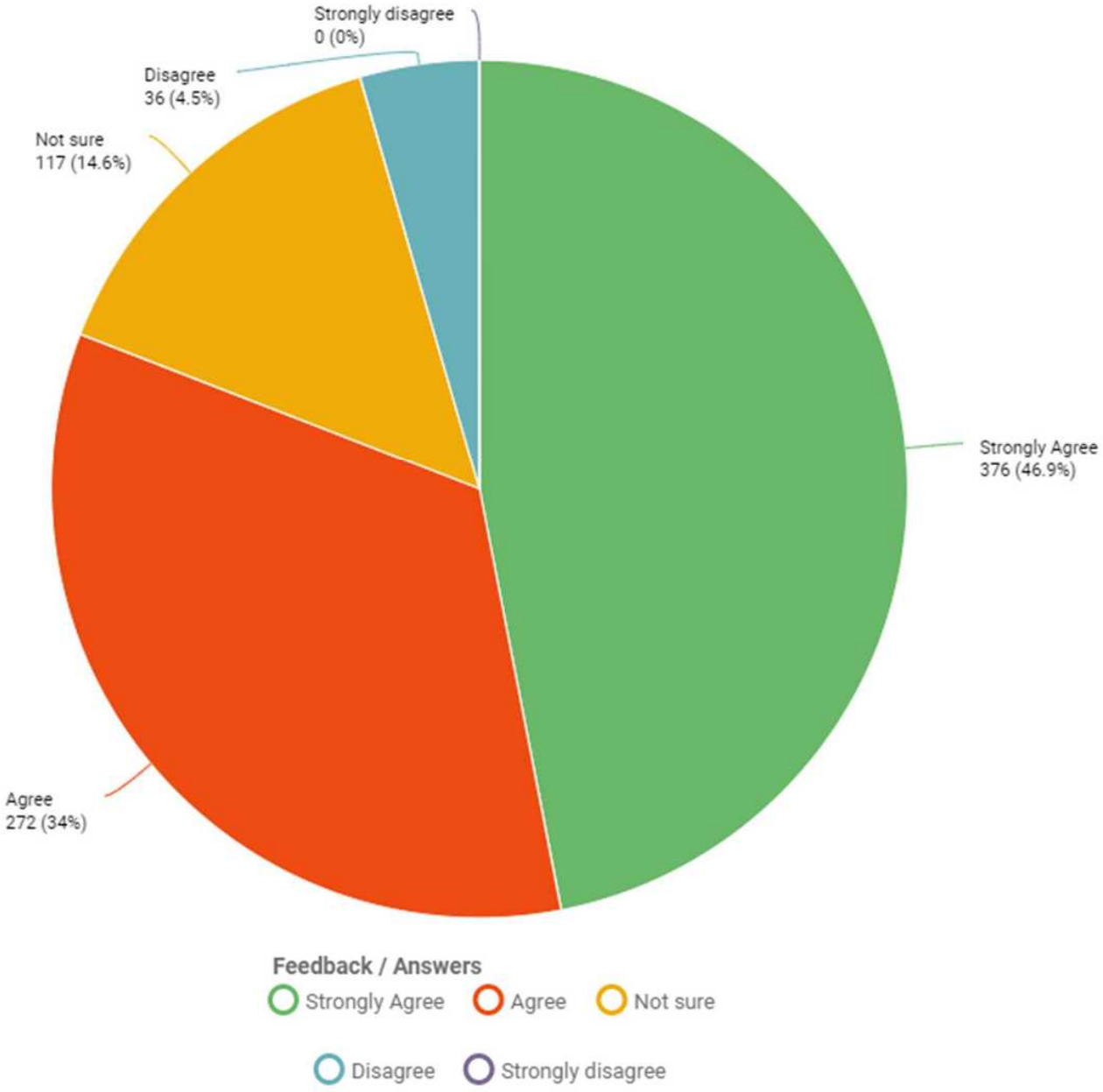


4.1.50 A total of 803 feedback submissions provided an answer, when asked to what extent they agreed that air quality should be an objective within the LTCP.

4.1.51 83.9% of responses either strongly agreed or agreed that air quality should be included as an objective within the LTCP.

4.1.52 A further 3.7% selected disagree, with 12.3% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 9 – Safety

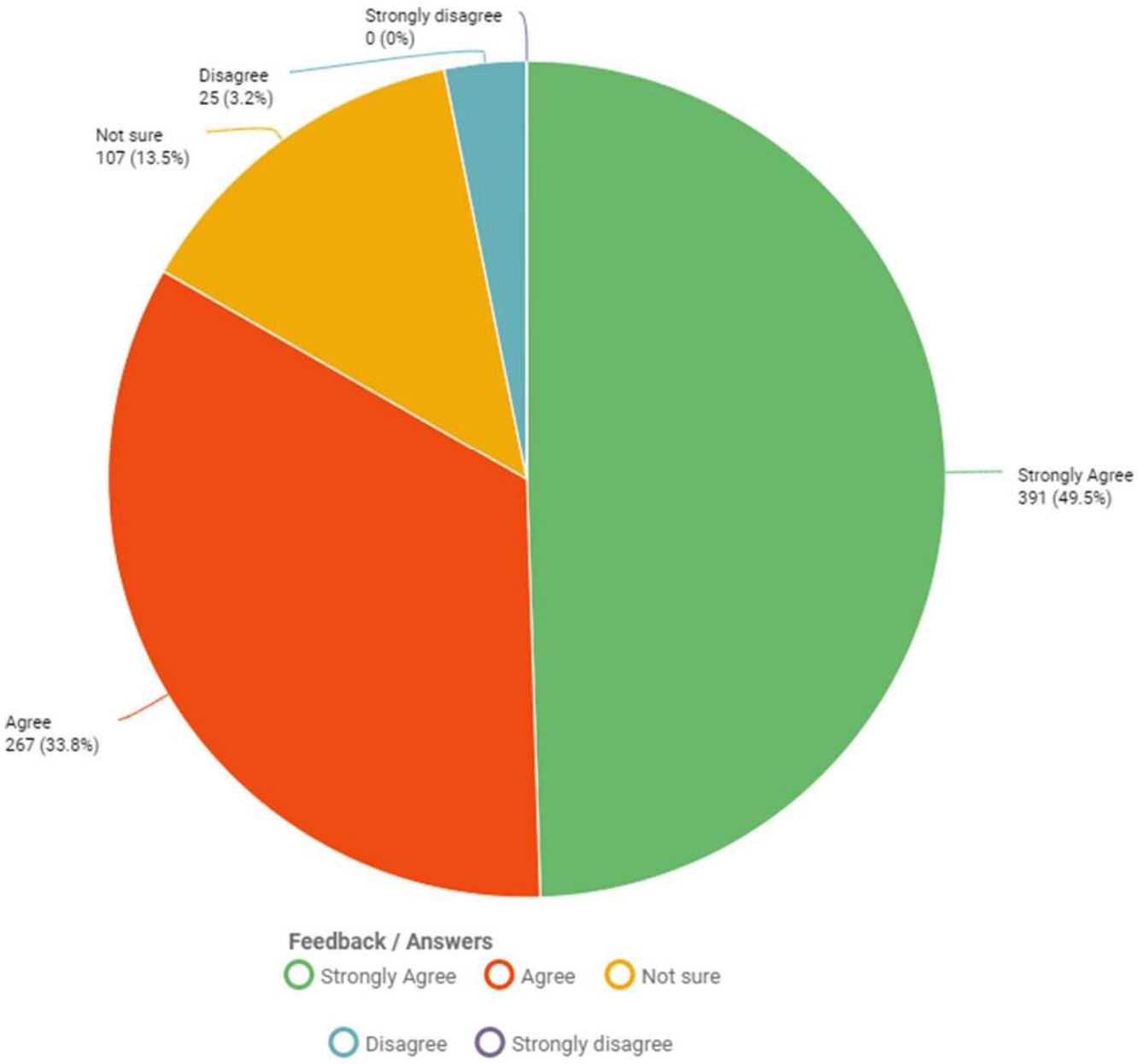


4.1.53 A total of 801 feedback submissions provided an answer, when asked to what extent they agreed that safety should be an objective within the LTCP.

4.1.54 80.9% of responses either strongly agreed or agreed that safety should be included as an objective within the LTCP.

4.1.55 A further 4.5% selected disagree, with 14.6% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 10 – Environment

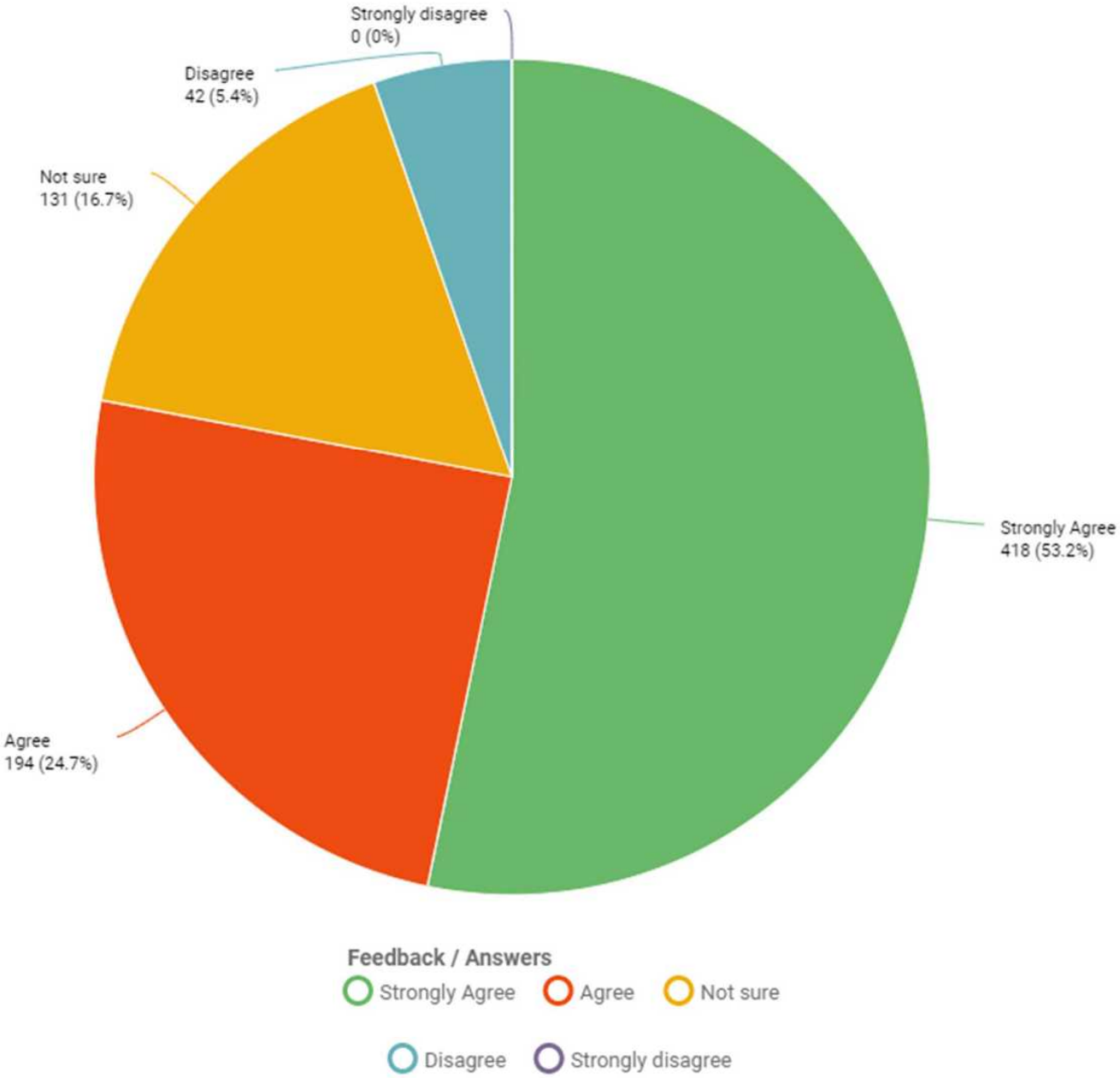


4.1.56 A total of 790 feedback submissions provided an answer when asked to what extent they agreed that the environment should be an objective within the LTCP.

4.1.57 83.3% of responses either strongly agreed or agreed that the environment should be included as an objective within the LTCP.

4.1.58 A further 3.2% selected disagree, with 13.5% that were unsure. No feedback responses selected strongly disagree.

Objective 11 – Climate Change

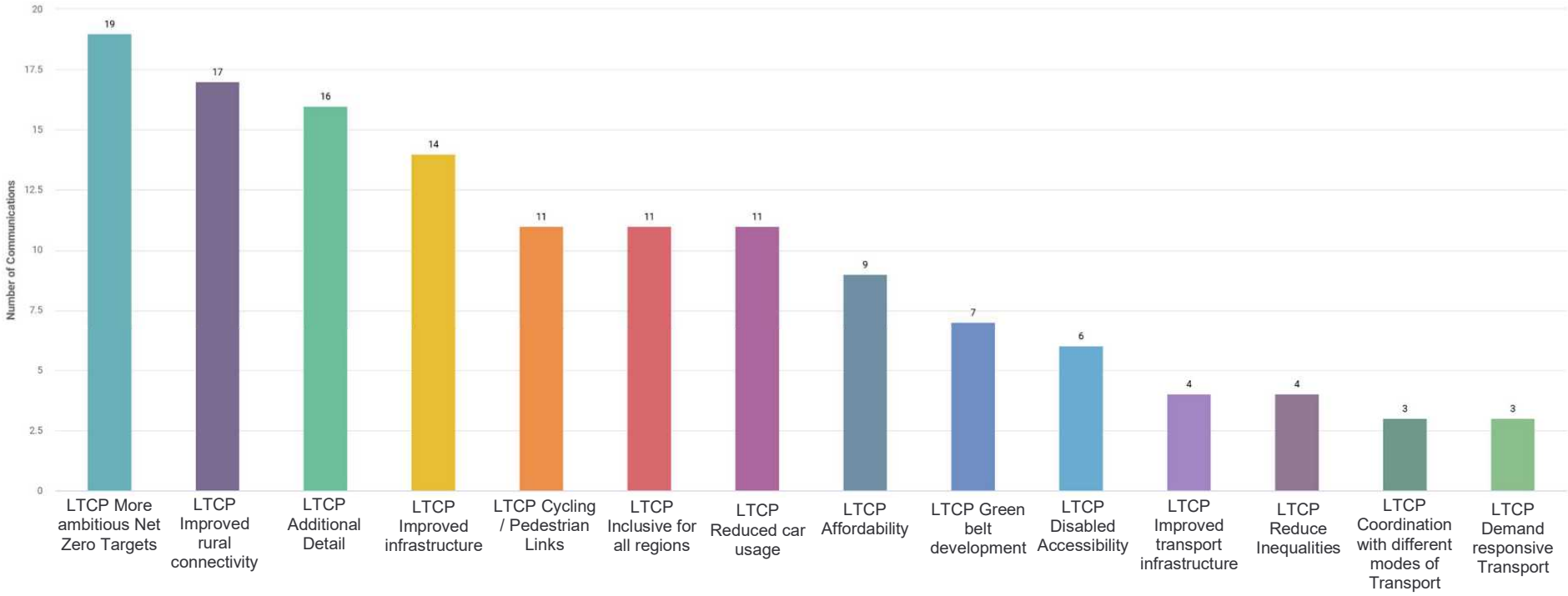


4.1.59 A total of 785 feedback submissions provided an answer when asked to what extent they agreed that climate change should be an objective within the LTCP.

4.1.60 77.9% of responses either strongly agreed or agreed that climate change should be included as an objective within the LTCP.

4.1.61 A further 5.4% selected disagree, with 16.7% that were unsure. No feedback responses selected strongly disagree.

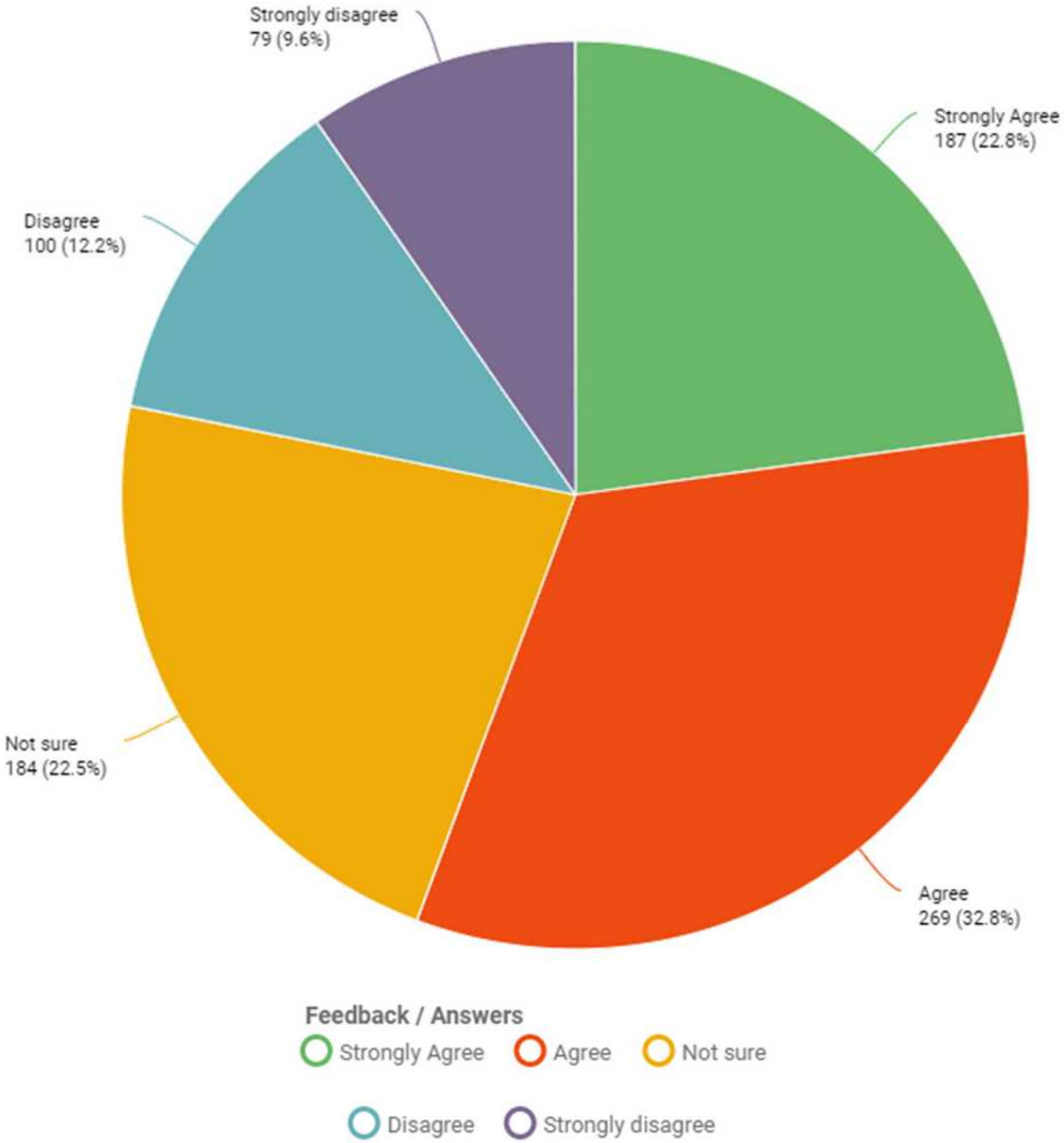
Q5: Please add any further comments you have about the LTCP vision, goals and objective



4.1.62 The most frequent comment, when asked whether there were any further comments to add on the vision, goal and objectives for the LTCP, was a desire to see the Combined Authority adopt more ambitious Net Zero targets, which was cited by 19 respondents.

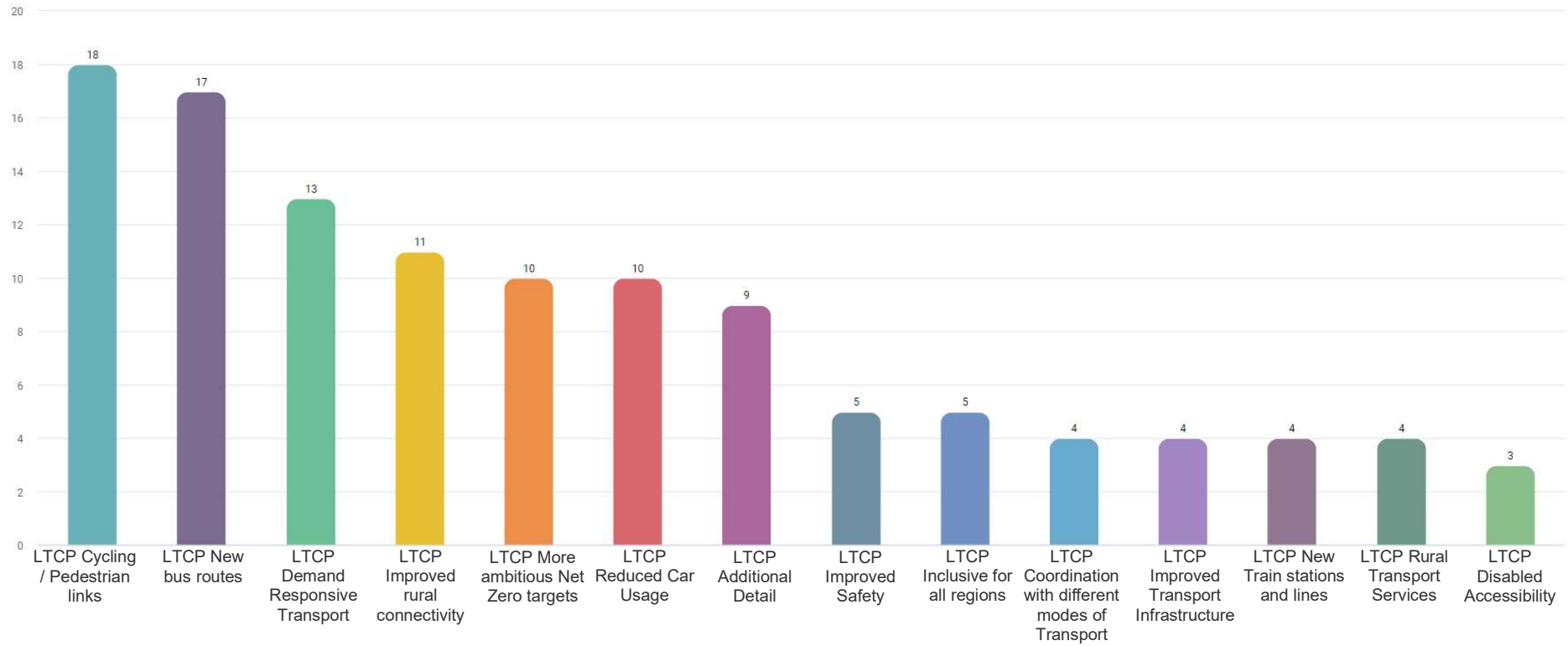
4.1.63 Other topics that individuals felt should be addressed within the vision, goals and objectives of the plan included improving rural connectivity; as well as a need to further information to be provided about the vision, goals and objectives, together with the need to improve overall infrastructure within the region.

Q6: To what extent do you agree with the proposed strategy for transport in Cambridgeshire & Peterborough?



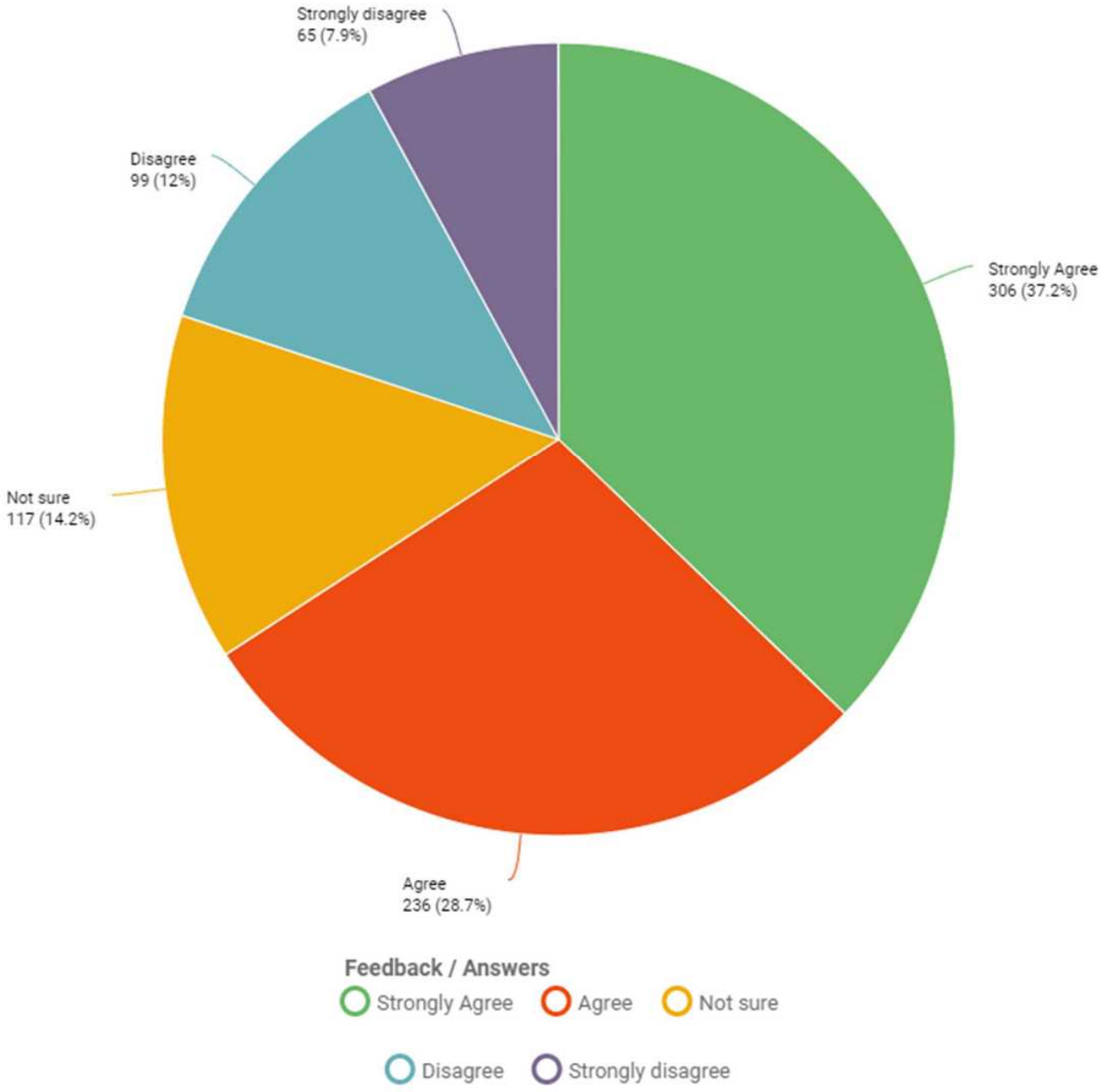
4.1.64 The following question asked respondents whether they agreed with the proposed strategy for transport in Cambridge and Peterborough. A total of 819 responses were received to this question.

4.1.65 55.6% of responses either strongly agreed or agree with the proposed strategy for transport in Cambridgeshire and Peterborough. A further 12.2% selected disagree, with 9.6% who strongly disagreed with the proposed strategy. A further 22.5% of responses selected unsure.



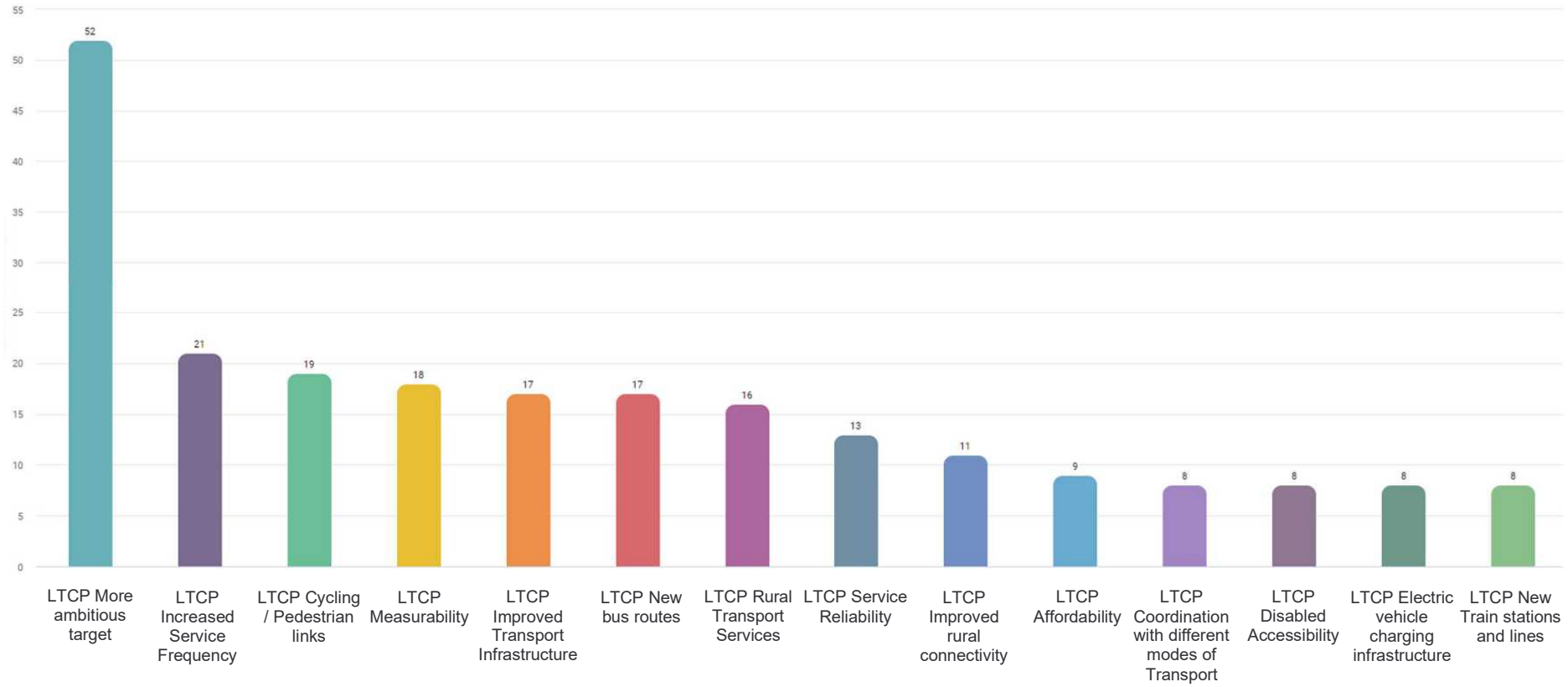
4.1.66 When asked whether there were any further comments regarding the proposed strategy, the need to ensure that further cycle and pedestrian links are included in the strategy was cited 18 times. This was followed by the need to provide new bus routes (17), followed by the desire to see demand responsive transport included within the strategy (13).

Q7: To what extent do you agree with the proposal to cut the number of miles driven on our roads by 15%?



4.1.67 The following question asked respondents to what extent they agreed with the proposal to cut the number of miles driven on the regions roads by 15%. A total of 823 responses were received to this question.

4.1.68 65.9% either strongly agreed or agreed with the proposal to cut car usage by 15%. A further 12% of responses selected disagree, with 7.9% that strongly disagreed with the proposal. An additional 14.2% of responses were unsure.



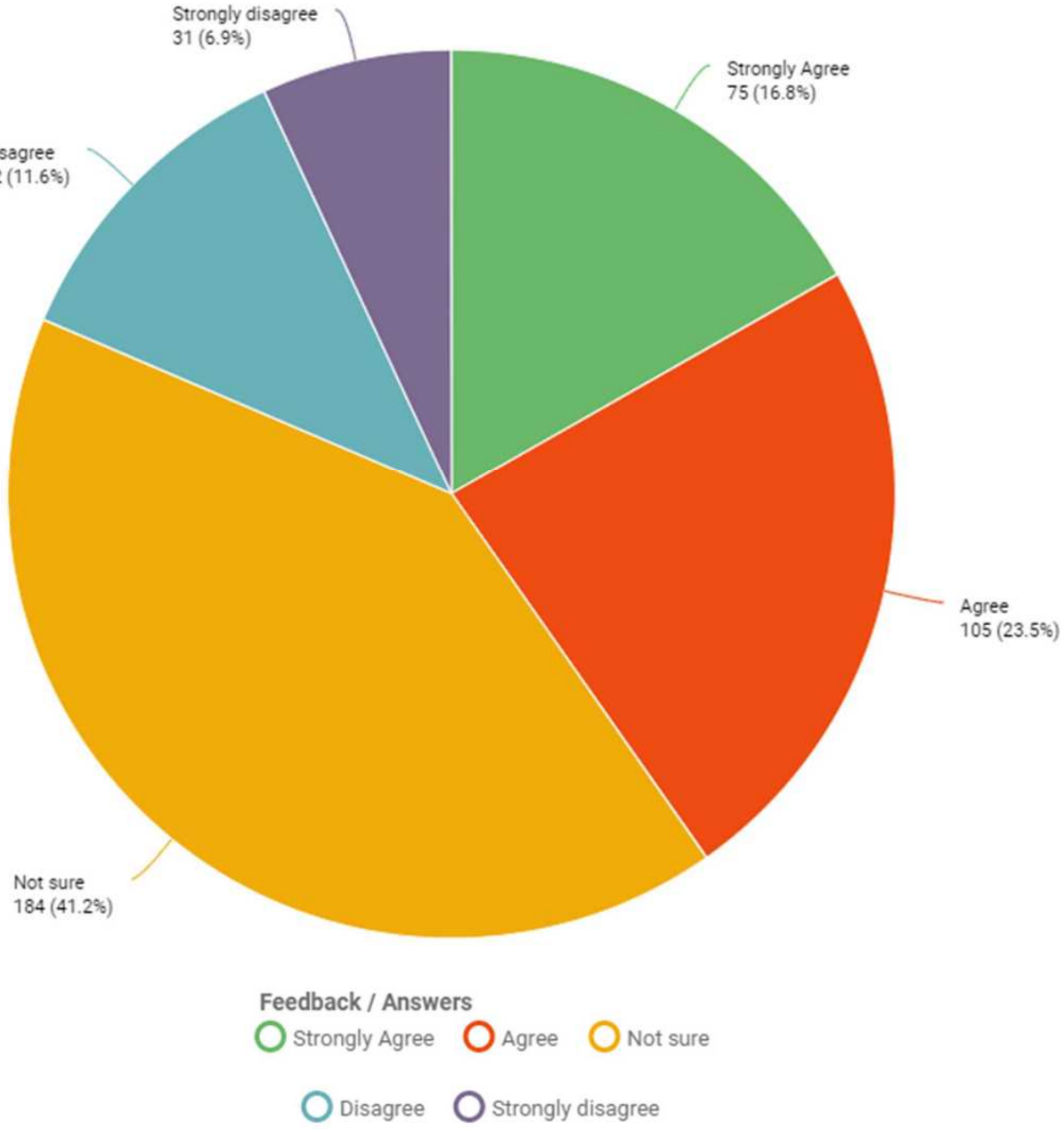
4.1.69 When asked whether there were any further comments regarding the proposal to cut the number of miles driven by 15%, the need to have a more ambitious target was the prevailing theme that was mentioned in 52 responses. Other recurring comments included the need to improve service frequency (21), followed by the need to provide enhanced cycling and pedestrian routes (19)

Q8: To what extent do you agree with the proposed local area strategies?

4.1.70 Question eight asked respondents whether they agreed with the proposed area strategy in the respective five regions within the Combined Authority.

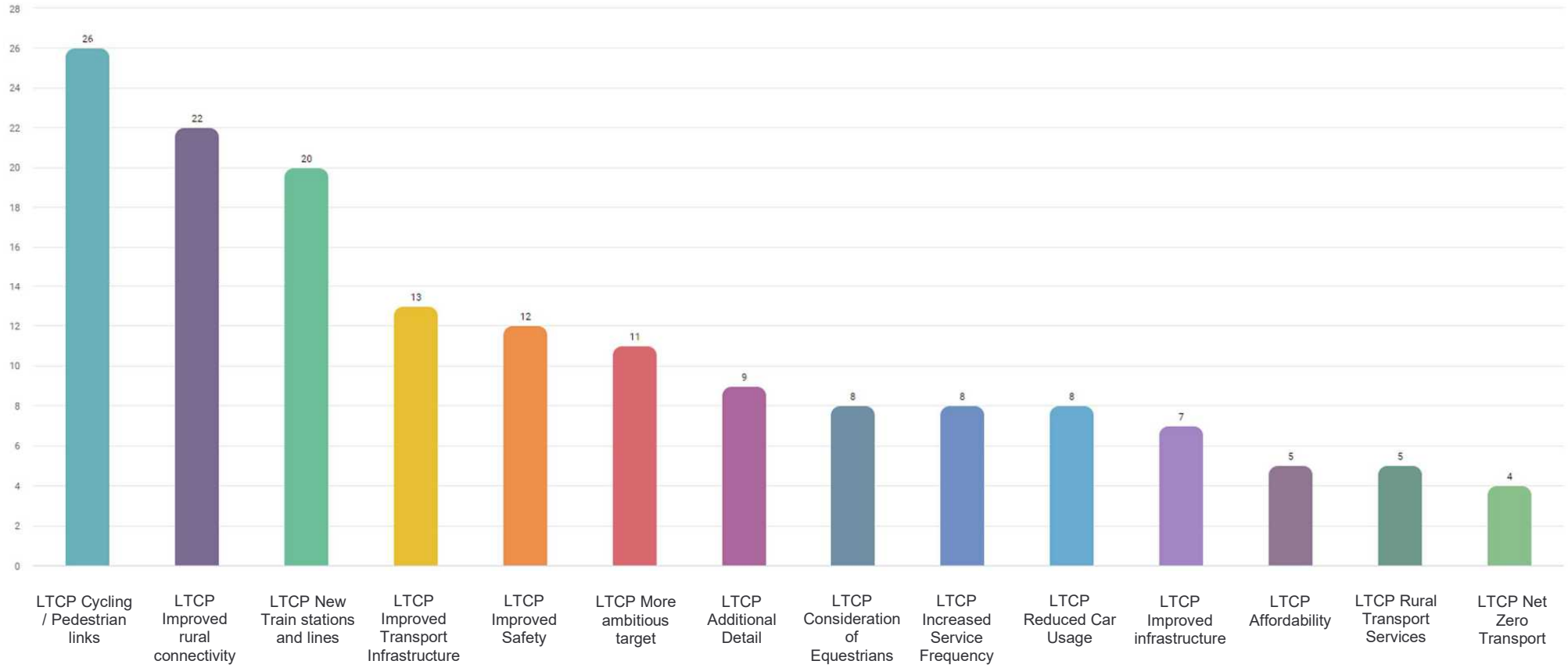
4.1.71 Respondents were given the opportunity to comment upon five local council areas (East Cambridgeshire, Fenland, Greater Cambridgeshire, Huntingdonshire, Peterborough), in which respondents could provide their views on as many or as few regions as they'd felt necessary. Therefore, a breakdown of each of the most important transport problems and opportunities for each region, has been summarised below.

East Cambridgeshire



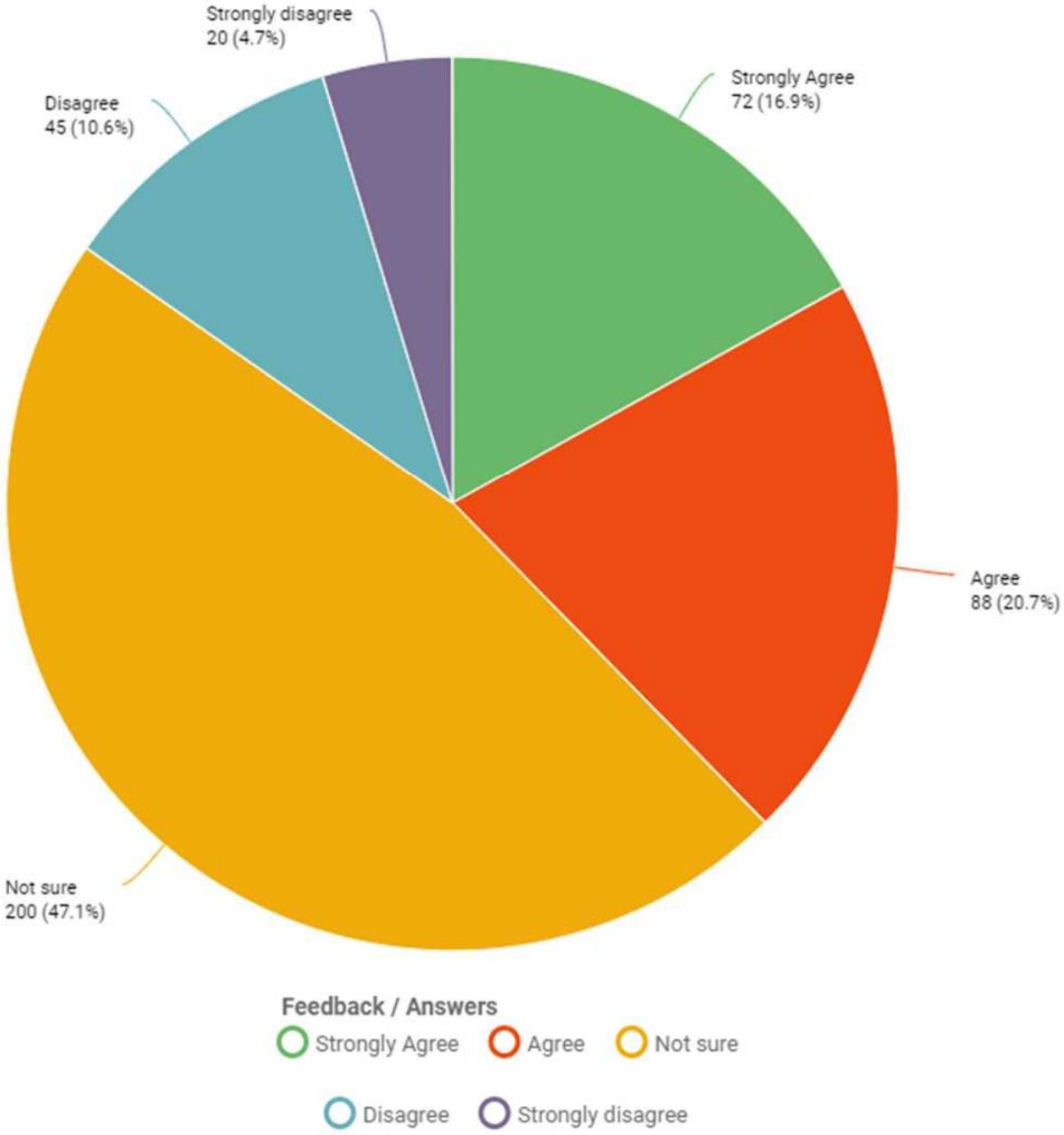
4.1.72 A total of 447 responses were received, in relation to whether respondents agreed with the proposed local area strategy for East Cambridgeshire.

4.1.73 40.3% of responses either strongly agreed or agreed with the proposed local area transport strategy for East Cambridgeshire. 11.6% selected disagree, with a further 6.9% who strongly disagreed. 41.2% of responses were unsure.



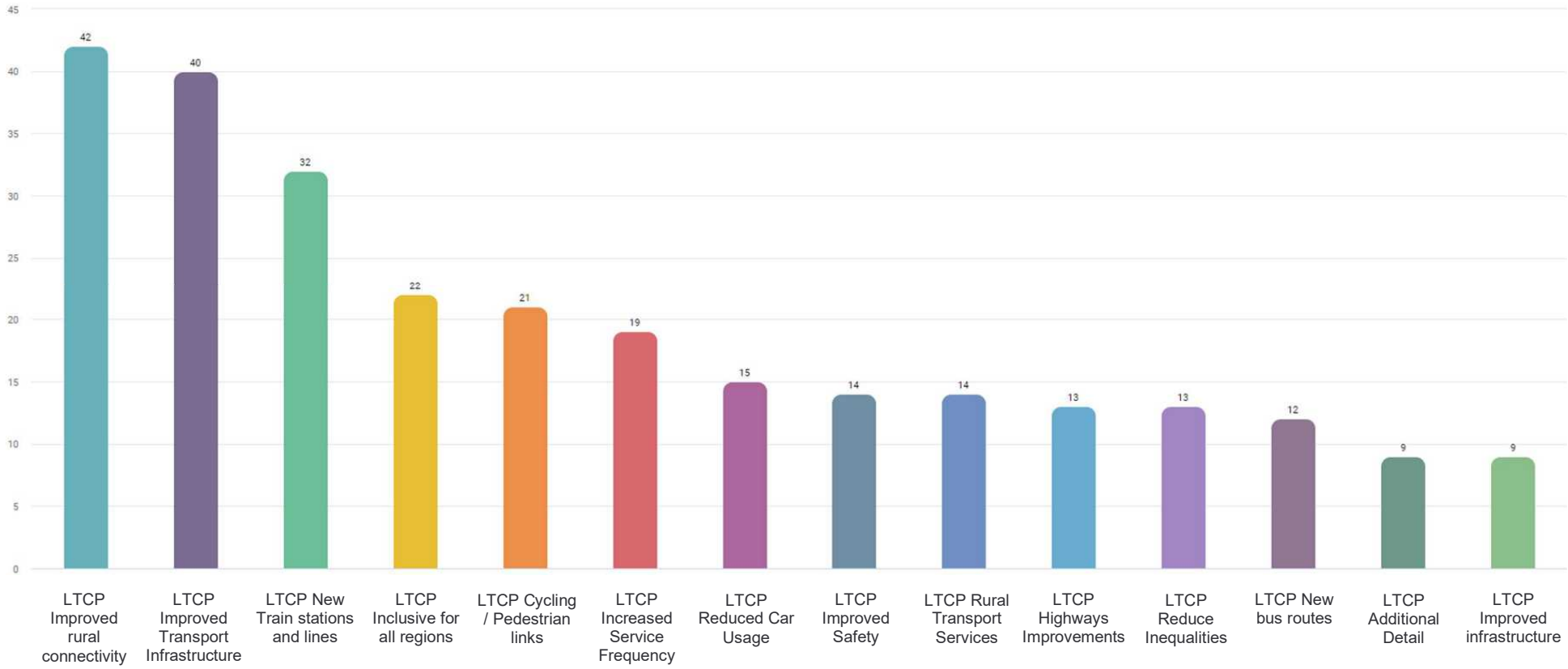
4.1.74 When asked whether there were any further comments, in relation to the local area transport strategy for East Cambridgeshire, the need for improved cycle and pedestrian links was most commonly cited (26), followed by the need for improved connectivity of transport services in rural areas (22), as well as the need to new train stations and lines (20).

Fenland



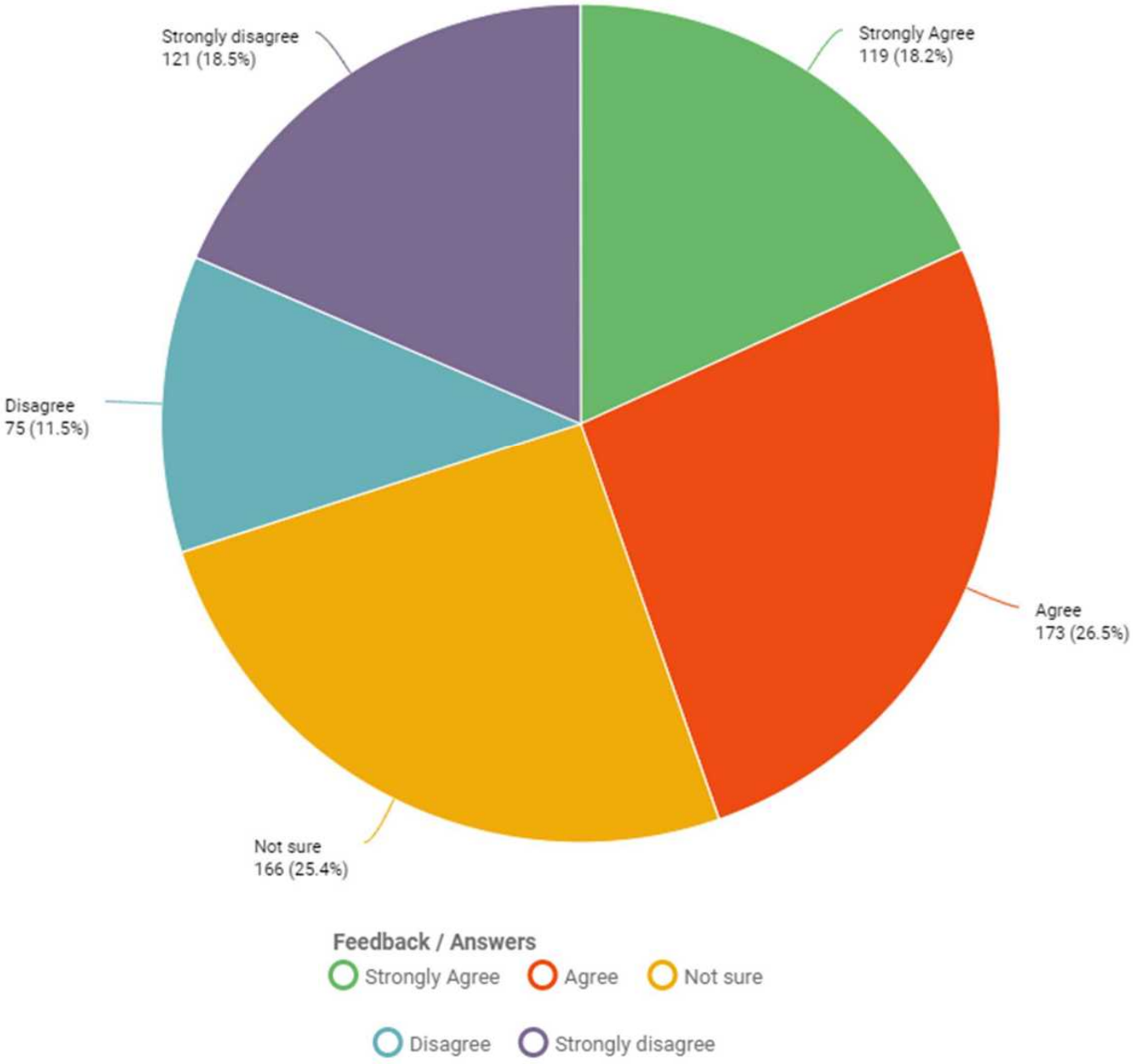
4.1.75 A total of 425 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Fenland.

4.1.76 37.6% of responses either strongly agreed or agreed with the proposed local area transport strategy for Fenland. 10.6% selected disagree, with a further 4.7% who strongly disagreed. 47.1% of responses were unsure.



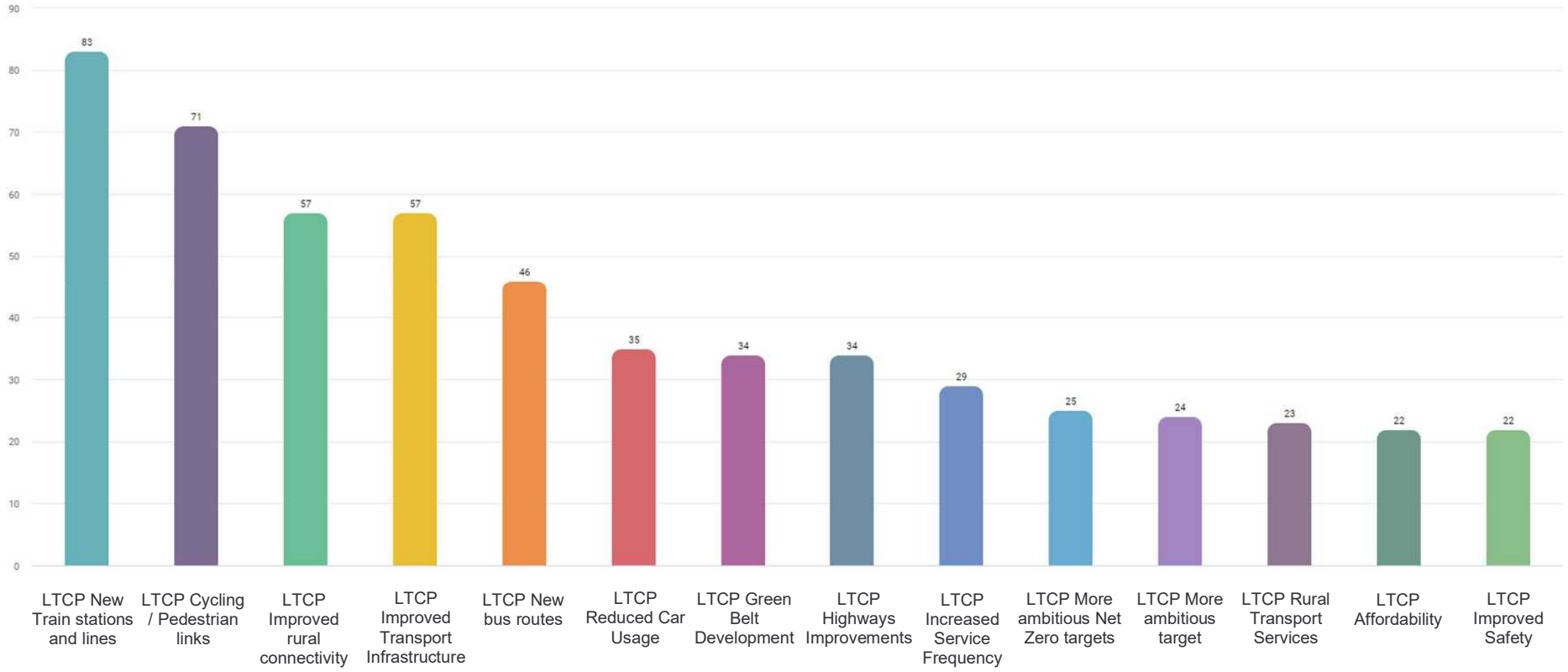
4.1.77 When asked whether there were any further comments, in relation to the local area transport strategy for Fenland, the need for improved connectivity of transport services in rural areas (42) was most commonly cited, followed by the need for improved transport infrastructure (40), and the desire to see new train stations and lines (32).

Greater Cambridgeshire



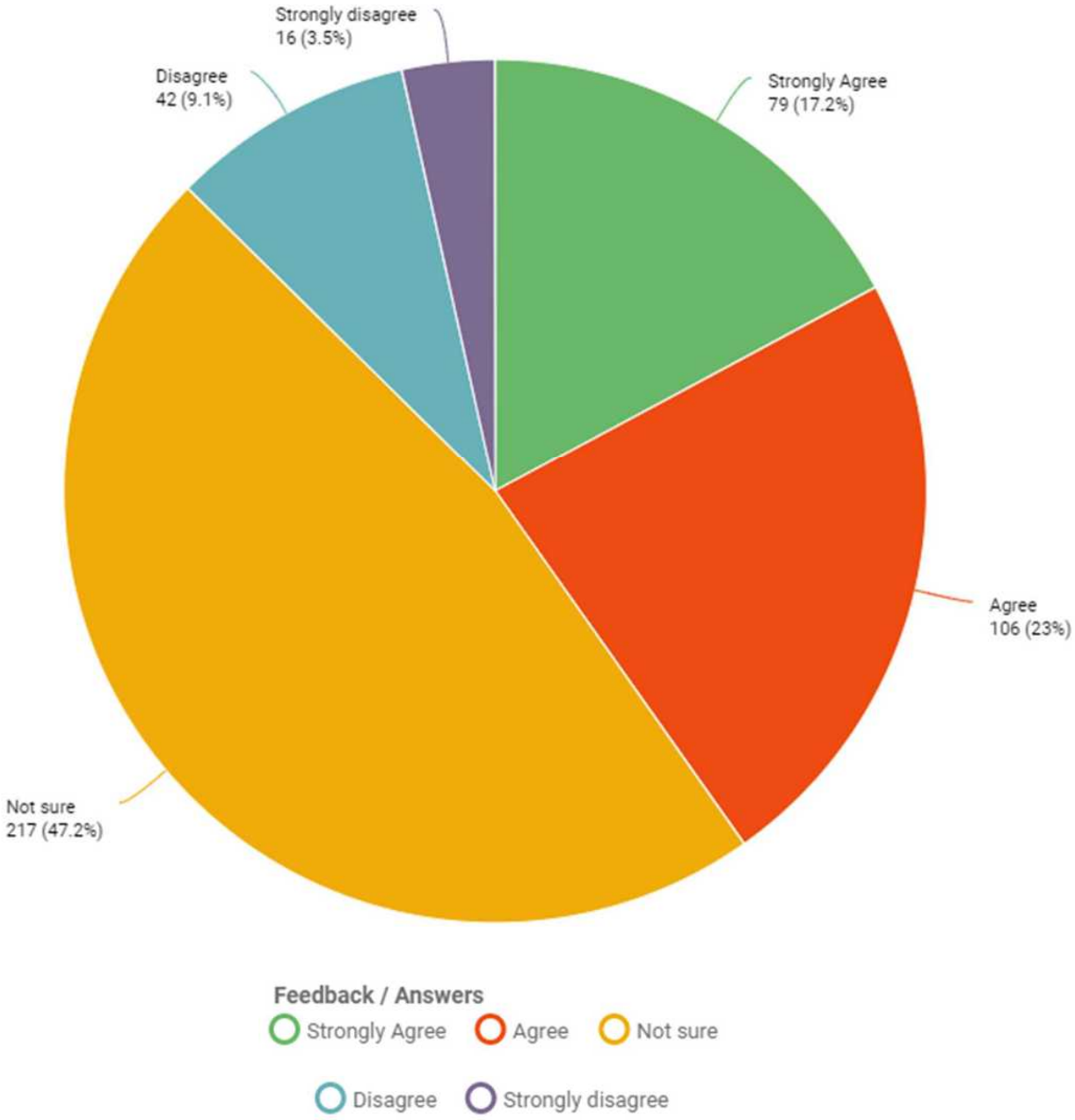
4.1.78 A total of 654 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Greater Cambridgeshire.

4.1.79 44.7% of responses either strongly agreed or agreed with the proposed local area transport strategy for Greater Cambridgeshire. 11.5% selected disagree, with a further 18.5% who strongly disagreed. 25.4% of responses were unsure.



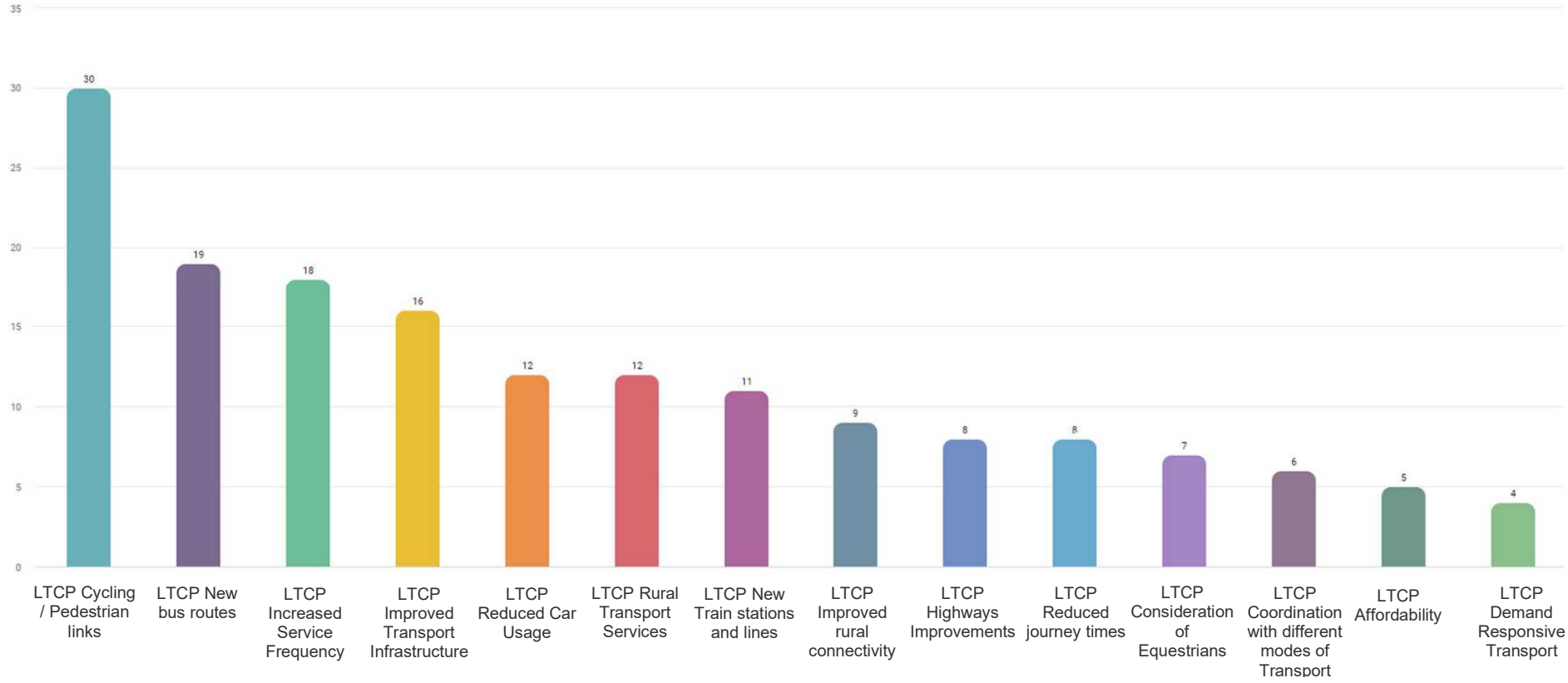
4.1.80 When asked whether there were any further comments, in relation to the local area transport strategy for Greater Cambridgeshire, the need for need for new train stations and lines was most commonly cited (83), followed by the need for improved cycle and pedestrian links (71). The third most recurring comment, that was mentioned in 57 responses, included the need to improve connectivity of transport services in rural areas as well as the need for an improved overall transport infrastructure.

Huntingdonshire



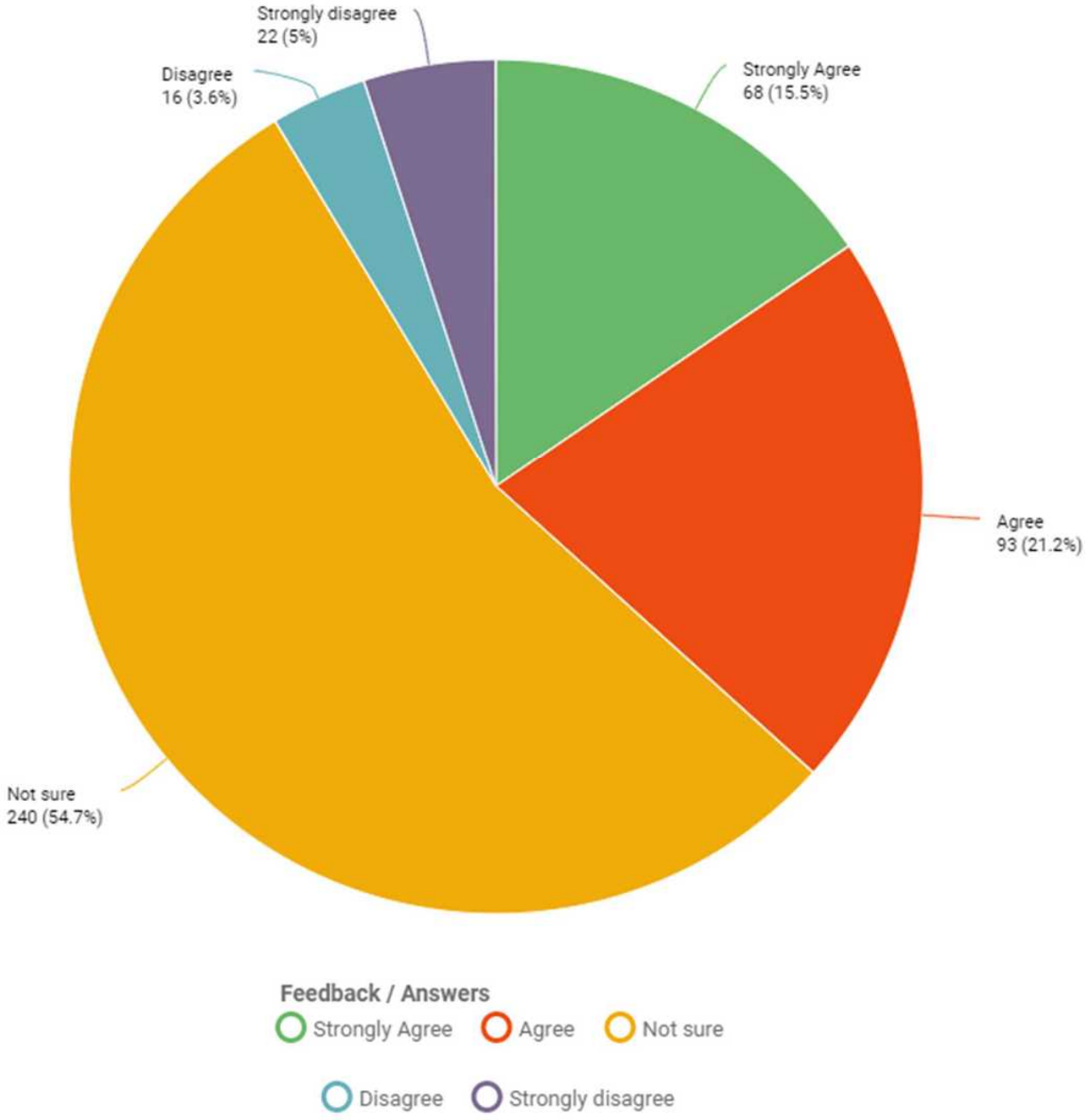
4.1.1 A total of 460 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Huntingdonshire.

4.1.2 40.2% of responses either strongly agreed or agreed with the proposed local area transport strategy for Huntingdonshire. 9.1% selected disagree, with a further 3.5% who strongly disagreed. 47.2% of responses were unsure.



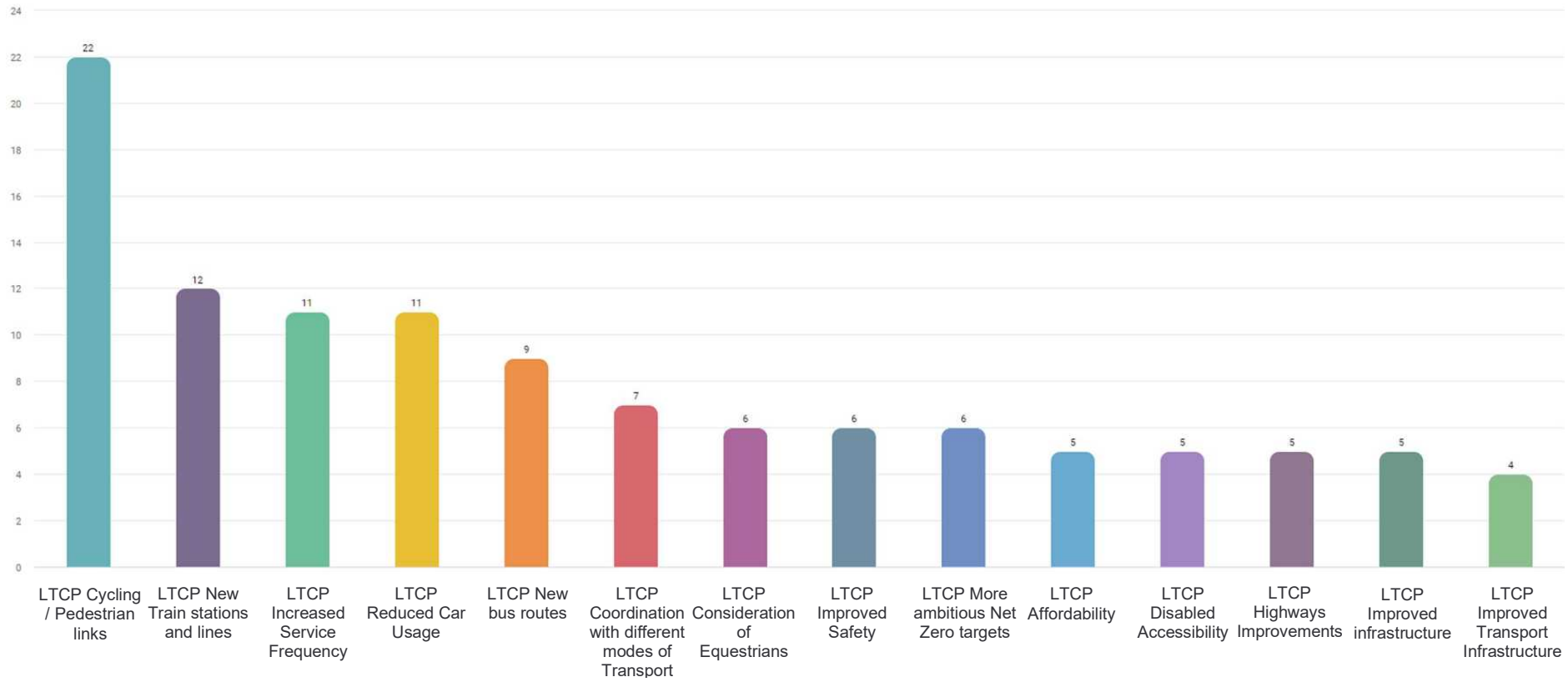
4.1.3 When asked whether there were any further comments, in relation to the local area transport strategy for Huntingdonshire, the need for need for further cycle and pedestrian links was most commonly cited (30), this was followed by a desire to see new bus routes (19), as well as the need to improve service frequency (18).

4.1.4 Peterborough



4.1.5 A total of 439 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Peterborough.

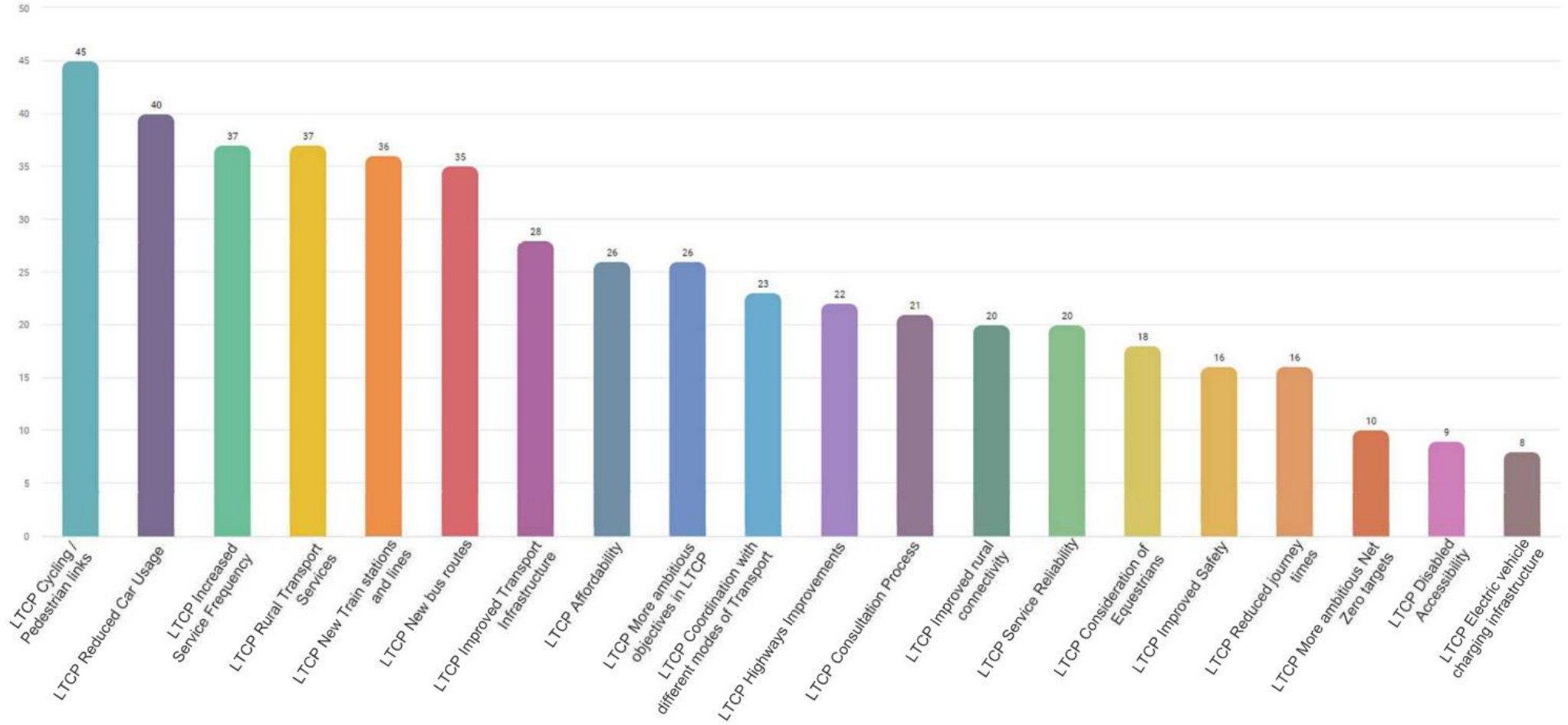
4.1.6 36.7% of responses either strongly agreed or agreed with the proposed local area transport strategy for Peterborough. 3.6% selected disagree, with a further 5% who strongly disagreed. 54.7% of responses were unsure.



4.1.7 When asked whether there were any further comments, in relation to the local area transport strategy for Peterborough, the need for need for further cycle and pedestrian links was most commonly cited (22), this was followed by a desire to see new train station and lines (12), as well as the need to improve service frequency and reduced car usage, that were both cited eleven times.

Q9: Do you have any other comments about any part of the draft LTCP? Or do you have anything further to say about transport in Cambridgeshire and Peterborough in general?

4.1.8 Question 9 asked respondents whether they had any further comments to add, as part of the draft LTCP.



4.1.9 The prevailing comment here concerned the need to provide new cycle and pedestrian links (45), this was followed by the need to reduce car use (40), with several responses noting that the 15% reduction target should look to be more ambitious.

4.1.10 Other key issues that were mentioned more than 30 times, included a desire to see increased service frequency, as well as the need to improve rural transport services, these were both mentioned in 37 responses. A desire for new train stations and line was also cited in 36 responses, as well as the need for new bus routes (35).

4.2 Summary of email and telephone feedback

4.2.1 During and after the public engagement, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.

4.2.2 The telephone number used (0808 258 3225) was in operation Monday – Friday between the hours of 9.00am and 5.30pm.

4.2.3 Information was given to callers where possible, and if questions were of a technical nature, these were passed on to project team members.

4.2.4 A freepost address was set up, 'Your LTCP,' alongside paper copies of the brochure and feedback form, which were available upon request.

5 Summary of Stakeholder Feedback

5.1 Feedback from political & community stakeholders

5.1.1 A mix of local and regional governing bodies, residents association and special interest groups submitted responses to the LTCP. Representations from these groups were broadly supportive of the overarching LTCP visions & goals including:

- West Suffolk Council
- Central Bedfordshire Council
- East Cambridgeshire District Council
- Fenland District Council
- Huntingdonshire District Council
- Cambridge City Council and South Cambridgeshire District Council
- South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lindsey District Council and South Holland District Council)
- Peterborough City Council
- Willingham Parish Council
- Great and Little Eversden Parish Council
- Croxton Parish Council
- Northstowe Town Council
- Stapleford Parish Council
- Chatteris Town Council
- Barton Parish Council
- Buckden Parish Council
- Meldreth Parish Council
- Haslingfield Parish Council
- Gamlingay Parish Council
- Witchford Parish Council
- Shepreth Parish Council
- Winwick Parish Council
- Southoe and Midloe Parish council
- Bythorn and Keyston Parish Council
- Cambridge County Council
- Coton Parish Council

5.1.2 Written submissions are detailed, and stakeholders responded on a wide range of issues of relevance to them.

5.1.3 It is possible to pick out several themes that emerged throughout the written submissions:

- The LTCP should provide more clarity on how its goals and ambitions are to be realised in practise.
- A greater ambition for net zero targets should be established, including the need to reduce car usage.
- A stronger link is required between the LTCP transport plans and the development plans produced by constituent local authorities and bordering local authorities, where cross boarders transport solutions are vital.

6.1.2 Top line analysis of each of the submissions enables us to capture, at a glance, the issues across the full collection of views. Some submissions have had names redacted to preserve anonymity.

Stakeholder/Organization	Feedback Summary
Cambridge City Council and South Cambridgeshire District Council	• CCC and SCDC indicate broad support for the goals, objectives and vision of the LTCP but keen on greater ambition with regards to climate change. • The CCC and SCDC offer the below summary of their comments: *"We are strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. These align with the Councils' own respective corporate priorities, the emerging Greater Cambridge Local Plan themes, and the Greater Cambridge City Deal programme. We would suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature."*
Cambridge County Council	• CCC is generally supportive of the goals and ambitions of the LTCP but would like to see more 'clear, tangible priorities.' • CCC would like to see a more ambitious net zero target, in line with the councils own Climate Change and Environment strategy. CCC also feels that the LTCP is too car-centric and would like to see a strong focus on reducing the number of cars on the roads with a robust public transport system. •
Peterborough City Council	• Overall, PCC indicated support for the objectives and vision of the LTCP. However, PCC felt further information could be presented on the economic benefits transport brings to the CPCA area. PCC would like to see further focus on sustainable transport, i.e., cycling and walking.
Fenland District Council	• FDC supported the vision of the LTCP but are concerned at the lack of concrete strategies outlining costs, phasing and funding sources, given the magnitude of transport issues in Fenland.
East Cambridgeshire District Council's	• ECDC offered support for the visions and goals of the LTCP, highlighting that these are in agreement with the Council's own strategies and welcoming the inclusion of connectivity in the plan. The Council highlighted a series of measures and strategies to help achieve the goals set out in the LTCP.
Huntingdonshire District Council	• HDC agreed with all the LTCP's visions, goals, and objectives. • HDC believes the LTCP would benefit from more detail on how specific schemes are funded and would like to see more clarity on how the objectives are to be delivered.

Cambridge City Council and South Cambridgeshire District Council	• Cambridge City Council & SCCDC were broadly supportive of the goals and objectives of the LTCP. • Cambridge City Council & SCCDC noted that they would like to see greater ambition with regards to climate strategy and the natural environment as part of providing new and enhanced transport schemes.
Office of the Police and Crime Commissioner for Cambridgeshire and Peterborough	• The Office of the Police and Crime Commissioner for Cambridgeshire and Peterborough supported the vision of the LTCP and the ambition to create safer transport in the region, adding that further opportunities exist to increase transport safety, such as protecting cycleways with barriers and enhancing lighting and security measure at bus stops.
Chatteris Town Council	• The CTC indicate support across the range of goals and objectives in the LTCP. • The CTC offers the following feedback: *"Public transport will need to be greatly improved to cut car mileage in the Fens…. What is proposed for Chatteris? There has been no investment in cycling or walking, there is a poor, infrequent bus service and there is no direct access to rail stations. The Town Council would definitely support more frequent bus services, an accessibility plan and a direct bus service to Manea and March rail stations. While public transport remains so poor it will be difficult to persuade people not to use their cars."*
Northstowe Town Council	• NTC raises the following points; *"The LTCP generally said little of substance."* *"In it there is nothing around how bus connectivity from local villages to Northstowe is being considered. Villages in general are very badly considered for public transport."* *"CPCA should be working with Homes England on the town centre, to develop it as a hub for public transport access and reduce the number of cars clogging up Northstowe whilst improving access to the Cambridgeshire Guided Busway."* *"Cycleway provision also needs to be well connected; this is not currently the case."*

Willingham Parish Council	• WPC focused their response on the plan for Greater Cambridge, indicating that they strongly disagree with the plan. The WPC stated that while they believe the overall goals and objectives are excellent, the believe that the localised strategy is flawed. • The WPC stated: "*The only way to reduce car use in accessing work, education etc, is a much better public transport link to the Busway – either some buses leaving the busway to take in Willingham or a regular frequent feeder service – and to Cottenham. There must also be through-ticketing and lower fares. We also need new cycleways to the east to Rampton and on to the village college at Cottenham (an existing byroad could be improved), to the north to Earith and into the Fens (as part of the improvements to the B1050, or by upgrading an existing bridleway) and west to Over as there is much connectivity between Willingham and Over."*
West Suffolk Council	• WSC would like to see a greater effort for coordination on cross boundary issues, with regards to the LTCP, given the number of rail, bus and road connections between the two authorities.
Central Bedfordshire Council	• CBC submitted a strategy for On-Street Parking Management, as a method to mitigate climate change and encourage more sustainable travel supporting the goals of the LTCP.
South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lindsey District Council and South Holland District Council)	• The group would like to see more coordination on cross border transport and in areas where the CPCA's policy can affect the group and vice versa. The group views greater coordination as a means to achieve the vision of the LTCP. • The group also submitted its route strategies Submission to Highways England to the consultation, to highlight their policies and preference for transport in the region.
Great and Little Eversden Parish Council	• Great and Little Eversden Parish Council indicate that they support the notion behind the objectives but believe the delivery is flawed. They also offer concerns that development will be too focused on Cambridge. • Great and Little Eversden Parish Council also voice concerns over what is described as policies "so high level to be meaningless in reality", amongst other concerns over the delivery of the plans objectives.
Croxton Parish Council	• CPC indicated that they largely agree with the goals, objectives and aspirations of the LTCP. The CPC did not agree with the goals with regards to housing, commenting "We do need to have better public transport links between towns and rural communities, but we need to preserve the character of those communities and not bespoil them within the counties ambitious housing targets."

Stapleford Parish Council	• SPC indicates that they broadly agree with the goals, objectives and visions of the LTCP. However, they oppose development on greenbelt land. The SPC offers the following: *"building tarmac roads for buses through open countryside is the wrong solution in a climate emergency. Short term there should be a comprehensive scheme for bus priority measures on existing roads that link communities. Long term there needs to be a strategic plan for light rail."*
Barton Parish Council	• BPC agreed with the goals, objectives and vision of the LTCP across the board. Indicating that they would like to see a greater cut in car usage than the suggested 15%. • The group offered the follow comments: *"Agree that transport and infrastructure needs to be addressed, but not sure if the detail is correct. Our main concern in Barton is lack of infrastructure between A428 and M11 so vehicles leak through the villages when travelling to south Cambridge."* *"We do need to build transport before building new development. There are over 7,500 house planned for Bourne airfield and 4,500 for Cambourne West. Many travel in to Cambridge from St Neots new developments. Even with changes in work patterns with COVID, people will still need to go to hospitals (South Cambridge), travel to schools in the city, provide hospitality for tourist industry. So there will always be a need to travel into Cambridge and North and South Cambridge."*
Buckden Parish Council	• BPC agrees with the goals, objectives and vision of the LTCP across the board. However, the BPC do note that the LTCP is light in detail in some areas and offer some suggestions for Huntingdonshire. Including footway repairs, dropped kerbs, better local connections etc.
Meldreth Parish Council	• MPC agree with the LTCP's goals, objectives, and vision. The MPC did not offer additional comments beyond the basic feedback from questions.
Haslingfield Parish Council	• HPC agreed with all the goals, objectives, and visions of the LTCP, other than the local strategy for Cambridge and Peterborough. The HPC took serious issue with the 'proposals for East West Rail', arguing that there are far more appropriate alternative routes, and this proposal will do too much damage to the countryside. • HPC wanted more information on funding and financing of new infrastructure.
Gamlingay Parish Council	• GPC agree with the goals and vision of the LTCP, disagreeing with the local area strategies. The GPC comments: *"how they are applied by region/by area is less satisfactory, as it does not address huge gaps in public transport provision and access to public transport provision (bus/train/bike) in certain areas of Cambridgeshire. In fact there are huge areas with no active or relevant policies at all."*

Witchford Parish Council	• WPC indicates that they are unsure about all goal, objectives and vision of the LTCP. To explain this position the WPC commented: *"The Parish Council wishes to see practical results on the ground rather than more consultations and strategy documents."* • The WPC requested a *"safe grade-separated crossing for pedestrians and cyclists is needed at the A10/A142 junction".*
Shepreth Parish Council	• SPC agreed with the LTCP objectives across the board. The SPC indicated that they would like to see more rural inclusion in the schemes to reduce dependency on cars.
Winwick Parish Council	• WP agreed with all goals, objectives and vision of the LTCP, commenting only that: *"It is all good, but nothing much for those to the West of the A1(M)."*
Southoe and Midloe Parish Council	• SMPC agreed with all goals, objectives and vision of the LTCP. • SMPC offered the following comment: *"The A1 upgrade to modern standards would help traffic flow and new junctions are desperately needed at Southoe, Diddington and Buckden. This as safety is most important, then pollution at all these existing places is way over the acceptable limits. St Neots needs a bus station away from the Market Square."*
Bythorn and Keyston Parish Council	• B&KPC commented that the A14 Junction at Keyston Bythorn, together with similar in the stretch of A14 between Titchmarsh and Ellington, is hazardous. A situation the PC would like to see rectified in any emerging transport plan. • B&KPC offered several mitigation measures that could increase road safety in the area: 1. Speed restrictions – to include average speed checks. 2. Better signage – current signs simply do not warn transiting A14 traffic of the crossing hazards. 3. Better vegetation management to improve 'line of sight'
Coton Parish Council	• CPC recognised the importance of improved public transport but took issue with the inclusion of the C2C project as part of the LTCP, arguing that this scheme faced sizeable local opposition and alternative should be considered.

A range of bridleways associations, residents' groups and neighbourhood watch groups submitted feedback, these have been anonymised and summarised below.

Bridleways associations generally agreed with the goals and objectives of the LTCP but would have liked to have seen more consideration made for equestrians, as part of the active travel element of the objectives. These considerations include route surfacing and more of a focus on equestrian safety.

Residents' groups and neighbourhood watch associations focused on specific traffic issues in neighbourhoods, increased better walking facilities, more focus on pedestrian access and safety, including stronger consideration of pedestrians when designing roadways and paths and the reduction of HGVs along smaller roads.

Appendices

- Copy of engagement brochure
- Copy of feedback form

Comment Number	Chapter	Theme	You said	Response
1	Chapter 1	Goals	Need to ensure that recommendation that GVA being doubled isn't at the detriment of the environment or society. Trumpington suffers from impacts of this type of goal (high growth) and as a consequence has suffered loss of green belt, congestion, pollution, resources being strained, social inequality, exclusion etc. strongly recommend that the Authority's Growth Ambition Statement is reviewed and amended to ensure that it is truly sustainable in environmental and climate change terms and that in the meantime its endorsement in the LTCP is qualified.	The CPCA Growth Ambition Statement is not subject to consultation at this time and growth proposals are the responsibility of the District and City Council's as part of their Local Plan processes. Nevertheless, the LTCP supports ambitions for improving GVA and also protecting and enhancing the environment. No change required.
2	Chapter 1	Goals	Move 2050 net zero date forward	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constitutent Councils
3	Chapter 1	Goals	Level of housing propsoed is too linked to economic growth/additioanl employment, which is out of LP process control. Means houses are too expensive and often end up being rented, driving prices up further. Action to address these issues required.	Noted, this is primarily an issue for the local plans. No change required.
4	Chapter 1	Objectives	(Employment) Need to ensure that recommendation that GVA being doubled isn't at the detriment of the environment or society. Trumpington suffers from impacts of this type of goal (high growth) and as a consequence has suffered loss of green belt, congestion, pollution, resources being strained, social inequality, exclusion etc. strongly recommend that the Authority's Growth Ambition Statement is reviewed and amended to ensure that it is truly sustainable in environmental and climate change terms and that in the meantime its endorsement in the LTCP is qualified.	The CPCA Growth Ambition Statement is not subject to consultation at this time and growth proposals are the responsibility of the District and City Council's as part of their Local Plan processes. Nevertheless, the LTCP supports ambitions for improving GVA and also protecting and enhancing the environment. No change required.
5	Chapter 1	Goals	Bring 2050 net zero goal forward	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constitutent Councils
6	Chapter 2: Our strategy	Productivity	As per the answer for 'Goal 1' above: due to the draft LTCP's unquestioning acceptance of the target set in its Growth Ambition Statement. Please refer to our answer above to Question 3, Goal 1: Productivity. Without further rigorous assessment and consequent amendment, TRA believe that the Growth Ambition Statement's target is not compatible with the environment and climate change goals integral to the effective delivery of the transport strategy.	The CPCA Growth Ambition Statement is not subject to consultation at this time and growth proposals are the responsibility of the District and City Council's as part of their Local Plan processes. Nevertheless, the LTCP supports ambitions for improving GVA and also protecting and enhancing the environment. No change required.
7	Chapter 2: Our strategy	Targets and Indicators	Support 15% traffic reduction in Cambs and Peterborough - but should be 25% in Greater Cambridge as per GCP targets	LTCP supports 15% reduction across the CPCA area. Will work with partners, inc. GCP, to add detail s to how/what targets should be locally. These will likely form part of local strategies.
8	Chapter 3: Greater Cambridge	Bus	Support the proposals in the LTCP for Greater Cambridge, particularly City Access etc. but want these measures to happen more quickly. Issues are present and real in Trumpington already. Need relief now. Too much delay so far.	Support noted. The GCP are progressing the Making Connections scheme and a large consultation is running during Autumn 2022. In order to allow due processes to be completed, should the scheme get approval then improvements to bus services could begin from mid-2023, followed by lower fares in 2024. The charging zone would only be introduced after improvements have been made to the bus network and could be phased in over a period of time. No change to plan.
9	Chapter 3: Greater Cambridge	Active Travel	Walking doesn't seem to get afforded the same priority in the LTCP as cycling	Walking is at the top of the hierachy of modes within the LTCP. No change
10	Chapter 3: Greater Cambridge	Bus	No recognition in the LTCP of the Cambridge South West Travel Hub (CSWTH) as the fifth segregated transport corridor planned by the GCP. [Pages 16, 29, 30 & 32 of the draft LTCP which refer to "four segregated corridor schemes"]. Please rectify this.	The south west travel hub won't be segregated in the same way that the other four corridors are, hence the reference to four segregated corridors. No change to plan.
11	Chapter 3: Greater Cambridge	Rail	Request eferences to EWR removed from the proposed Greater Cambridge Local Area Strategy. It is not affordable or deliverable and is environmentally very damaging in number of ways.	EWR remains an important scheme to improve sustainable transport connectivity to our region and is supported by the CPCA. The CPCA will continue to closely engage with the EWR Co. as the scheme is progressed to ensure that the needs of our area are fully considered. No change to plan.
12	Chapter 5: Monitoring and perfomance	Targets and Indicators	Improvements are required on the monitoring of the plan. Feels preliminary at the moment:	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
13	Chapter 5: Monitoring and perfomance	Targets and Indicators	Productivity' only has one indicator and three targets – additions to which should include bus reliability, timeliness / delay and affordability.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
14	Chapter 1	Climate	Climate Change and Environment where additions should include targets recommended by the Independent Commission on Climate (pages 10&11), the percentage of zero emission buses and taxis, exclusion of diesel vans and trucks from urban centres by 2030 (page 25) and levels of toxic particle pollution	Noted. WSP work to help answer this. Targets and indicators to align with the work of WSP
15	Chapter 1	Safety	Safety has no targets, not even the Road Safety Partnership's Zero Strategy target – all the casualty measures being under Indicators	Safety section to be improved in our strategy section. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
16	Chapter 1	Health	Health does not appear to include reductions in the number of early deaths attributable to air pollution which is prominent in the evidence sections – unless this is the same as "% of deaths attributed to air pollution"	% of deaths attricuted to air pollution is the same as early deaths attributed to air pollution
17	Chapter 1	Active Travel	No walking indicators or targets?	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies. An active travel strategy is being developed separately and any active travel indicators and targets will need to be consistent across both strategies.
18	Chapter 1	Evidence	One way to tackle this is to use monitoring of performance to help turn the Authority outwards through a wide-ranging set of measures and the engagement of a Citizens' Assembly, or a succession of them over time, to participate in the development and monitoring of performance measures which emphasize outcomes rather than inputs and processes, and are not fearful of including dependent performances. We recommend this approach to the Combined Authority, recognizing that it goes wider than the Transport & Connectivity Plan alone.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
19	Chapter 1	Climate	Place climate change as a overarching goal	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
20	Chapter 1	Goals	LTCPshould give details of how car mileage will be reduced and the balance of reduction across districts and cities	LTCP supports 15% reduction across the CPCA area. Will work with partners, inc. GCP, to add detail s to how/what targets should be locally. These will likely form part of local strategies.
21	Chapter 1	Active Travel	LTCP should use avoid-shift-improve model to put journey reduction and active travel at top of hierarchy	Active travel is at the top of the hierachy
22	Chapter 1	Climate	LTCP should set out how it will implement all recommendations from CPICC (note - may need to expand to incude points?)	WSP work looking at this

23	Chapter 1	Active Travel	LTCP must have increasing levels of active travel as core objective with 20% of budget spent on cycling walking	Noted. Active travel is intended to be front and centre of this LTCP
24	Chapter 2: Our strategy	Active Travel	Some of detail on active travel has disppeared from last LTP	Much of the detail for Active Travel will be contsined within child docs such as LCWIP and the AT Straetgy
25	Chapter 1	Active Travel	Active travel should be strongly and clearly stated in the LTCP's vision	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
26	Chapter 4: Policies	Active Travel	active travel should be strong theme throughout document and including the disrict schemes	Active travel is at the top of the hierachy and plays a big part in the LTCP. Each district section being updated to reflect improtance of AT
27	Chapter 1	Active Travel	20% of transport budget should be spent on active travel , include targets and timelines for low cost priority schemes eg low traffic neighbourhoods and school streets in every district	Noted. LTCP won't be stating spending and budget priorities in such detail
28	Chapter 2: Our strategy	Active Travel	Programme of low cost experimental transport schemes trialled is part of active travel strategy for LTCP, across districts	Noted
29	Chapter 4: Policies	Policies	LTCP contains no specific policies, just policy themes - contrary to DfT guidance	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
30	Chapter 2: Our strategy	Active Travel	Behaviour change will be an important part of the transition to a sustainable transport system (comments on consultation approach taken)	Behaviour change is important, agreed. To be included as a separate section within the 'our strategy' chapter
31	Chapter 1	Targets and Indicators	The overall strategy of the LTCP should apply to all areas, with targets and schemes adjusted as appropriate for districts	Noted
32	Chapter 1	Active Travel	Increasing number of children who actively travel to school should be target for all districts	Noted
33	Chapter 2: Our strategy	Related documents	LCWIP and BSIP should be used to guide meausres in each district to achieve modal shift, restrictions on motor vehicle access will be needed.	Noted. Child docs like these are intended to do this
34	Chapter 5: Monitoring and perfomance	Targets and Indicators	LTCP must include specific goals, measures of success and trigger points fr a review of the strategy or specific schemes	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
35	Chapter 3: East Cambs	Goals	Mention of 15% car mile reduction but no indication how this will be achieved. Makes suggestions for for other schemes to be included.	The document refers to the various measures which will assist in achieving the target of a 15% reduction
36	Chapter 1	Goals	Strategy and approach needs to follow user hierarchy.	Noted. LTCP does this
37	Chapter 2: Our strategy	Highways	Too much reference to capactiy improvements to improve congestion and journey times, will indcue more traffic	Noted. Road capacity improvements are at the bottom of the hierachy and only proposed where no credible alternative is available. Where they are proposed, concurrant AT and PT measures will be delivered alongside them
38	Chapter 3: Greater Cambridge	Active Travel	GCP recognised but great need to deliver faster action through school streets, low traffic neighbourhoods and experimental schemes. Aim should be to rapidly reallocate roadspace to active travel and public transport	Noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
39	Chapter 3: Greater Cambridge	Active Travel	Links needed between Greenways and should be planned in now	Noted. AT strategy and LCWIP intended to fill these blanks
40	Chapter 3: Hunts	Active Travel	All green links removed from map since previous LTP. Too much use of active travel as an add-on to capacity schemes. Needs more detail on high quality active travel infrastructure	Cycling schemes of the appropriae size and stature to be added to major schemes map.
41	Chapter 3: Peterborough	Active Travel	Some conflict between aspirations eg design for increasing vehicle flow likely to create adverse conditions for active travel	Noted. User hierachy places active travel higher than cars. Local sections and child docs to cover specific schemes and any interface between modes
42	Chapter 3: Greater Cambridge	Bus	Willingham been left off of major bus routes. CGB too far (1.5miles) so people drive as distance excludes elderly and vulnerable. Buses that do stop in the village are irregular and expensive.	Noted. GCP looking into improved bus provision in Gtr Cambridge area. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
43	Chapter 3: Greater Cambridge	Bus	Suggestions: shuttle buses to Longstanton; one of CGB buses comes off guideway and goes through Willingham and Over; and happy to help with other ideas and suggestions	Noted. GCP looking into improved bus provision in Gtr Cambridge area. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
44	Chapter 1	Vision	Overall support for direction of the LTCP and vision for decarbonising, ovecoming barriers to travel, supporting economy and improving health and well being	Support noted.
45	Chapter 3: Hunts	Micromobility	To support sustainable growth in the area, it needs to be connected to all modes of travel such HQPT, active travel routes etc. and be future proofed for new and emerging modes	Noted

46	Chapter 3: Hunts	Highways	An area overlooked in the LTCP is connecting the market towns in Hunts: St Neots, St Ives and Huntingdon. Should be a focus on using existing and proposed new infrastrucutre to connect these towns to help mode switch, which can radiate out to Ramsey and rest of District.	Noted. Local strategy and BSIP to look at more local PT connectivity.
47	Chapter 3: Hunts	Bus	Ways of achieving the above is reallocation of road space in numerous areas: along the A1307 between A14 junction 24 and Huntingdon and on the A141 around the northern arc of Huntingdon. Putting active modes and then PT first in these instances could hep Climate Change Commission goals and unlock growth.	Noted. The local strategy will consider individual schemes for Hunts
48	Chapter 3: Hunts	Active Travel	Support the delivery of mobility hubs and multi-modal interchanges to help ensure that active and sustainable modes of transport become the natural choice for local journeys.	Support noted.
49	Chapter 3: Hunts	Bus	Note that a new location for the bus station is being sought within Huntingdon, they are concerned that a golden opportunity to co-locate the bus and rail services outside the rail station has been missed which could have significant repercussions for years to come, in relation to the public's perception of the importance of modal shift and the climate change targets. We therefore encourage the Combined Authority to reassess this opportunity in light of our suggestion to reallocate road space on the A1307, to ensure that the decisions which are taken now do not stifle opportunities further down the line	The LTCP strongly supports the promotion of modal interchange improvements, especially between key modes such as bus and rail. The CPCA will work with HDC in their role as planning authority and the County Council as highways authority to investigate the best possible locations for a new bus station. The role of the Hunts local strategy and the BSIP will be key in this too. No change to current LTCP required.
50	Chapter 3: Fenland	Cross border issues	Wisbech is in a pocket of Cambridgeshire which is surrounded by Norfolk and Lincolnshire. Many of the villages bordering on wisbech look to it as their nearest market town. Any plans to improve connectivity need to involve the neighbouring authorities	Agree. Fenland section to be strengthened on this to inc. links to Norfolk and Lincs, and partnership working in general.
51	Chapter 3: Fenland	Climate	Making the link between the various elements in your proposal and climate change is a big ask.	Noted
52	Chapter 3: Fenland	Safety	20mph zones for safety of pedestrians and cyclists would be a good idea and help switch away from cars, particularly an issue with school traffic	Noted. LTCP placing heavy focus on safety and 'vision zero'. low speed neighbourhoods a part of this. Saety section to be strengthened in 'our strategy' section. No change to local section.
53	Chapter 3: Fenland	Active Travel	Wisbech market place is currently undergoing a makeover which will make it largely traffic free. Attention needs to be devoted to taking this opportunity to making signage of Sustrans route 1 more intelligible We need to capitalise on the fact that a major national cycle route passes through the centre of town and into Norfolk. Opportunity to enhance this route too	Noted and agreed. Fenland local strategy and the Active Travel strategy to pick this up.
54	Chapter 3: Fenland	Active Travel	Promote cycling tourism	Noted and agreed. Add wording in Fenland section or in main strategy (AT section?) which promotes this
55	Chapter 1	Vision	We support the statement that the Vision will be achieved by investing in a 'properly joined up, net zero carbon transport system'. We agree that planning for a net zero carbon future should be integral to the LTCP and would emphasise the importance of effective use of spatial planning and place based solutions in achieving this. Every opportunity should be taken to integrate spatial planning and transport planning	Support noted
56	Chapter 1	Vision	Support these in general, but there needs to be a clear mechanism in place to ensure that individual projects do deliver on the goals and objectives of the LTCP. At present it is unclear how this will be secured. We would expect that planning applications that are made to bring forward transport projects that are identified in the LTCP will need to clearly demonstrate that they deliver against the LTCP's Vision and achieve the LTCP's goals and objectives.	General support noted. Individual projects will be assessed on a case by case basis and will be required to follow LTCP policy direction
57	Chapter 1	Public Realm	Support place making and public realm as a key guiding principle. Especially support 20 min neighbourhoods. Should apply this principle to each proposal within the LTCP - a particular opportunity in the proposed travel hubs such as Foxton.	Support noted.
58	Chapter 5: Monitoring and perfomance	Targets and Indicators	Support integration of spatial planning and transport - especially in carbon and climate and safety goals	Support noted.
59	Chapter 3: Greater Cambridge	Bus	Support the principle of the Foxton Travel Hub, and support its inclusion in the LTCP, however we have concerns that the current approach to its delivery is demonstrably falling significantly short of achieving the goals and objectives of the LTCP. the draft LTCP should be strengthened to ensure that the delivery of identified projects are indeed achieving the ambitious goals and objectives that it has set out. There needs to be a clear mechanism to ensure that the laudable aims presented in the draft LTCP do not become empty rhetoric.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). No change to plan.
60	Chapter 3: Greater Cambridge	Interchange	Submitted alternative proposals for Foxton Travel Hub to GCP. LTCP should scrutinise all propsoals included including Foxton Travel Hub and help steer to more innovative propsoals	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). No change to plan.
61	Chapter 3: Greater Cambridge	Rail	LTCP should inc. more on closing level crossings which improve safety and reduce congestion - Foxton prime example of this	Noted. Level crossings are primarily a Network Rail issue. LTCP supports safety improvements across network and will work with NR where required.
62	Chapter 3: Greater Cambridge	Related documents	LTCP should align with GC Local Plan emerging strategy	Noted. ALready does this.
63	Chapter 1	Safety	Strongly support. Safer routes and more reliable and efficient PT would aid more walking, cycling and PT	Support noted.
64	Chapter 3: Greater Cambridge	Specific scheme	Strong support for inclusion of Cambridge South Station but may be underspecified for potential passenger numbers. Also concern for ped and cycle safety at eastern access due to numbers of taxis, buses and vehicles	Support noted. This scheme is being progressed by Network Rail and a Public Inquiry was held in summer 2022. It is anticipated that a decision could be received by the Secretary of State by the end of 2022. The CPCA will continue to work with Network Rail and other partners as more detailed plans are forthcoming. No change to plan.
65	Chapter 3: Greater Cambridge	Specific scheme	East West Rail -should go where it serves planned development. Not much planned in this area.	East West Rail is being progressed by the EWR Co. The route has been selected based on a range of criteria. This is a key scheme to improve sustainable connectivitiy to our region and the CPCA will continue to engage closely with the EWR Co as the scheme progesses. No change to plan.
66	Chapter 3: Greater Cambridge	Specific scheme	Support Melbourn Greenway but should go further and link all villages on A10(s) corridor.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). There will be an opportunity for further links to be explored through the forthcoming refresh of the Transport Strategy for Cambridge and South Cambridgeshire. No change to plan.
67	Chapter 3: Greater Cambridge	Rail	LTCP needs to focus on all 3 stations in area and not just Foxton (via GCP's travel hub). Community Rail Partnership published a Local Rail improvements plan in 2020 which contains proposals.	Comment noted. Make greater reference in the Greater Cambridge section to importance of the rural stations in South Cambs. Make reference to the MSF CRP and signpost to rail improvements plan.
68	Chapter 3: Greater Cambridge	Rail	LTCP should recognise access issues at all 3 rural stations and address these in similar way to Fenland Stations Regeneration Scheme	Comment noted. Make greater reference in the Greater Cambridge section to importance of the rural stations in South Cambs. Make reference to the MSF CRP and signpost to rail improvements plan.

69	Chapter 3: Greater Cambridge	Rail	Should restore weekday semi-fast services to London and half-hourly weekend services	Comment noted. The CPCA will continue to lobby the TOCs to press for more regular services to serve the needs of the rural stations. Also amend text to make reference in a new general section on partnership working.
70	Chapter 3: Greater Cambridge	Rail	Foxton (INC. Travel Hub): support principal of it but question scale of development and access to station. Should inc. options for extending platform (8 car trains), widening platforms, ticket machines on Cambridge side and improving footpath to station from the village (compelte with lighting and paving etc.)	Comment noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
71	Chapter 3: Greater Cambridge	Rail	Shepreth: improve capacity on north side, inc. cycle parking, step free access between platforms, refurb station building, extend platform (8 car trains),	Comment noted. Amend wording in Greater Cambridge section to acknowledge improvements needed at station. The refresh of the Transport Strategy for Cambridge and South Cambridgeshire will be the more appropriate place for more detail. The CPCA will continue to work with Network Rail to press for improvements to local stations.
72	Chapter 3: Greater Cambridge	Rail	Meldreth: provide step free ramp to Melbourn footpath, step free access between platforms and extend platforms.	Comment noted. Amend wording in Greater Cambridge section to acknowledge improvements needed at station. The refresh of the Transport Strategy for Cambridge and South Cambridgeshire will be the more appropriate place for more detail. The CPCA will continue to work with Network Rail to press for improvements to local stations.
73	Chapter 3: Hunts	Specific scheme	The Combined Authority supports improvements to the A1 corridor to be delivered by National Highways. Vistry consider that any schemes should consider all modes.	Noted
74	Chapter 3: Hunts	Specific scheme	A14 improvements relieved a major bottleneck on the SRN between Cambridge and P'boro. Removal of traffic from Hunts viaduct also improved environment in town	Noted
75	Chapter 3: Hunts	Highways	CPCA currently bidding for National Highways Legacy Funds to support a Highways Academy in Huntingdonshire. This should reduce barriar to those wishing to access education - something the CPCA recognises as a key issue	Noted.
76	Chapter 3: Hunts	EV and alternate fuels	More rollout of EV charging points in rural Hunts req. as currently well below national average.	Noted. EV and alternative fuels strategy/policy to follow
77	Chapter 3: Hunts	Active Travel	recognise that Huntingdon already boasts connected, dedicated, high-quality walking and cycling infrastructure, but this should be extended to promote the use of active modes.	Noted. Additional detail on AT in local section
78	Chapter 3: Hunts	Bus	There should be a more comprehensive bus network strategy focussing on core inter-urban routes including Huntingdon.	Noted. BSIP to cover bus routing in local areas
79	Chapter 3: Hunts	Micromobility	Focus on Mobility as a Service (Maas) to promote alternative modes such as e-scooters and e-bikes where the user can access the service digitally.	Noted. Micromobility policy to follow.
80	Chapter 3: Hunts	Bus	LTCP should focus on Demand Responsive Transport (DRT) in rural areas, such as the Stagecoach TING service currently being trialled in west Huntingdonshire This service employs four small single deck buses from Stagecoach East to provide bus services on demand across 360km2 of the region. Passenger levels have continued to increase significantly, and as a result the six-month trial has been extended for a further three months, with the potential for a revised service to commence in July 2022	Noted. Local section to be amended to emphasise rural PT requirements
81	Chapter 3: Hunts	Specific scheme	Sustainable alternative travel modes will be key to Huntingdonshire however the need remains to invest in targeted highway networks, such as the A141 and St Ives Improvements that will address issues for all users (including active travel and public transport users). The A141 and St Ives Improvements project will be accelerated to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve public realm, as well as connectivity through active travel modes, walking and cycling.	CPCA committed to developing A141 to OBC and to deliver project as part of long term plan
82	Chapter 3: Hunts	Highways	There is a need to invest in targeted highway networks, particularly the A141 corridor, and this should address issues for all users including active travel and public transport users. A greater emphasis on how active travel modes can be supported in highway improvements is required.	CPCA committed to developing A141 to OBC and to deliver project as part of long term plan
83	Chapter 3: Hunts	Evidence	We note the various constraints identified for Huntingdonshire.	Noted
84	Chapter 1	Active Travel	Whilst road space re-allocation is briefly mentioned, we would suggest that a more serious proposal is provided to deliver the hard choices around reducing private car use for the existing communities.	Noted
85	Chapter 2: Our strategy	Specific scheme	More explicit support for the East West rail project to provide a strong evidence base to Government – reinforcing the Region wide support for the project given current the challenges to the project.	East West Rail is being progressed by the EWR Co. The route has been selected based on a range of criteria. This is a key scheme to improve sustainable connectivitiy to our region and the CPCA will continue to engage closely with the EWR Co as the scheme progesses.
86	Chapter 3: Greater Cambridge	Productivity	To help facilitate the growth there should be more focus on how cross city (n-s / e-w) transport corridors are delivered to facilitate this spatial vision.	GCP are looking at proposls for this type of thing. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
87	Chapter 3: Greater Cambridge	Productivity	May be a need to use public funds to help facilitate infrastructure, e.g. by purchasing land	Noted. This is an option to CPCA as transport authority and CCC as highways authority already.
88	Chapter 3: Greater Cambridge	Productivity	It would be useful to see more detail in the Plan on the expected funding proposals behind the initiatives outlined - to demonstrate the funding assumptions behind them and to provide robustness and credibility to the Plan. Willingness to be invovled in process of reveiwing and exploring funding options	Noted. Delivery plan and local strategies to focus more on funding and delivery
89	Chapter 3: Greater Cambridge	EV and alternate fuels	Innovations in new transport modes, transport tech and fuels are moving very quickly, and we would suggest more focus on this to guarantee the Plan is forward looking and future proofed.	Noted. Further policy and detail on alternative fuels and EV to follow
90	Introduction	Partnership	1.Unclear CPCA, Local Authorithies (LAs), Department for Transport (DfT) roles in delivering the LTCP	CPCA are responsible for delivering this LTCP. DfT sets guidance on LTP's. Other LA's are partners and consultees
91	Chapter 1	Objectives	Mismatch in priorites. Key objectives around ethe environment, air quality and climate change are at odds with the funded/approved schemes on A-roads but vague	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.

92	Chapter 1	Climate	In the current LTCP there is no detail on specific measures targeted at reducing emissions from LGVs and HGVs. no clear plan on how to coordinate efforts local to national, nor who decides which are the priorities when funding becomes available. If there is a real drive for alternative fuelled LGVs and HGVs, then careful planning needs to be designed to allow space for hydrogen refuelling stations for hydrogen fuel cell electric vehicles, or new multi-user logistics deports in central urban areas and mobile city hubs and micro-consolidation distribution centres (where smaller couriers collect their parcels from mobile hubs and then make deliveries using bicycles, or on foot).	Noted. The section on freight (and HGV/LGV) will be updated in the our strategy section. This will include promoting alternative fuels (and modes) for movement of goods where possible. In terms of emissions, the WSP work is investigating how carbon and traffic reduction can be better assessed within the LTCP
93	Chapter 5: Monitoring and perfomance	Targets and Indicators	**No clear policies to drive reduction in private car mileage** . Whilst there is a mention of reducing car usage by 15% in the region in line with the recommendations from the Independent Climate Commission, there is no articulated plan on how the CPCA or LAs could drive this reduction in car usage.	WSP work looking at the impact of the various major schemes. Local strategies, delivery plan (to follow) and child docs will add detail on how schemes, policies and aims can be delivered.
94	Chapter 3: Greater Cambridge	Connectivity	Urge the CPCA to ensure the LTCP acknowledge and put in place the policy hooks for enhanced and potentially segregtaed cross city connectivity within which we can then look to develop our proposals further with partners.	GCP are looking at various schemes for Greater Cambridge. This and the local strategy will include detail on specific movements and propsoals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies.
95	Chapter 3: Greater Cambridge	Suggested scheme	Suggest wording that better reflects the following potential options is included: A northeast orbital connection which connects Cambridge East tot the Cambridge Northern Fringe Area. The route would connect from a relocated Newmarket Road P&R to a point in the northern fringe having bridged the Riveer Cam and the railway corridor and woul dconnect into the existing St Ives to Cambridge Busway and the proposed Waterbeach to Cambridge public transport corridor	GCP are looking at various schemes for Gtr Cambridge. This and the local strategy will include detail on specific movements and propsoals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies
96	Chapter 3: Greater Cambridge	Rail	Suggest wording that better reflects the following potential options is included: A southern route from Cambridge East to the southern busway netwok via Davey Road and the Clifton Industrial Estate. At the western end of Davy Road the public transport route could provide access to a new eastern access into Cambridge Railway Station delivered in combination with the new island platforms needed to support east West Rail.	GCP are looking at various schemes for Gtr Cambridge. This and the local strategy will include detail on specific movements and propsoals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies
97	Chapter 3: Greater Cambridge	Related documents	Support reference to Cambourne to Cambridge Better Public Transport and Active Travel Project, as well as specific reference to Scotland Farm in providing a new Travel Hub	support noted
98	Chapter 3: Fenland	Bus	Improvements in public transport around our start and finish times (7.30-8am & 4.30-4.45pm) along with improved public transport in the evenings and weekends for leisure purposes would provide an incentive for current and / or future employee's. Improvements in weekday daytime services would also help customers / suppliers who are wishing to utilise public transport.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
99	Chapter 3: Fenland	Bus	Having rapid, predictable public transport to local train stations such as March and/or Ely that are timed to coincide with train timetables would also help particularly in early mornings, late afternoon, evenings and weekends. Improvements to more frequent, earlier and later trains from Manea station along with a connection from Chatteris to Manea would also be helpful.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
100	Chapter 3: Fenland	Bus	Accessibility to the North Cambridgeshire Training Centre via regular public transport is going to be significant in our impact to improving local skills within Fenland and the surrounding areas. Learners from Chatteris will be able to cycle or walk to the centre to attend their training classes but there is currently a lack of transport options from outside of the town. With a large proportion of our learners being 16-18, many are unable to drive or afford to own and run their own vehicle in the current cost of living and therefore they rely heavily on the public transport sector to access their education, and even workplace.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
101	Chapter 3: Fenland	Highways	A range of agricultural vehicles are required on farm and need to use roads to access property (both land and buildings) in a range of locations which are often isolated. There can be peaks and troughs in the use of these vehicles and their access requirements. Road schemes must allow for practical access along their entire length for permitted road vehicles, including agricultural vehicles.	Noted and agreed. Local design for road schemes to deal with this on a case by case basis.
102	Chapter 3: Fenland	Bus	Transport links also help to ensure employees can access work opportunities and reduce social and economic isolation which can be particularly acute in rural areas. Those working on farms, orchards, glass houses, pack houses, or in the supply chain, can live in a variety of locations from on farm, to local villages and towns, or travel in for seasonal work.The families of workers who live in rural areas need sustainable access options too. Rural isolation can lead to a range of associated issues including poor mental health and wellbeing, as well as lower skills and education attainment levels.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points. inc. social inclusion
103	Chapter 3: Fenland	Productivity	The strategy needs to consider the long term needs of the region, including potential population growth, as well as integrate the requirements determined by policies from national government departments.	Noted and agreed. No change required. LTP looks long term and is aligned with local growth and national policy
104	Chapter 1	Goals	Supports CPCA's encouragement of integrated planning approach for guiding the investment in transport infrastructure	support noted
105	Chapter 1	Vision	The CPCA should go further in this LTCP to emphasise the importance of a fully integrated, high quality, reliable, convenient, affordable, safe and accessible transport network for all. The LTCP should acknowledge the need to ensure growth is focussed around high quality transport corridors, which is referenced in the body of the document but not specifically within the vision, goals or objectives.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
106	Chapter 4: Policies	Targets and Indicators	Welcome the proposal to reduce vehicle miles but in order for this to be realised infrastructure such as park and ride, must be properly and appropriately considered before plans are taken forward to deliver it.	Noted
107	Chapter 3: Greater Cambridge	Specific scheme	Significant concerns that the proposed siting of park and ride at Scotland Farm is not best placed to deliver either a travel hub, or to intercept vehicle traffic as bet it can. Thus, the current proposals of the GCP are not aligned to the aspirations of this LTCP and should be revisited accordingly.	Comment noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
108	Chapter 3: Greater Cambridge	Related documents	Welcome the reference in the Plan to the emerging Local Plans for Cambridgeshire and South Cambridgeshire which seek to define the development needs for homes and jobs to 2041,	Noted
109	Chapter 3: Greater Cambridge	Bus	Support proposals for integrated travel hubs which combine multiple modes with park and ride to offer viable alternatives to the private car and can truly facilitate sustainable housing and employment growth.	Support noted
110	Chapter 3: Greater Cambridge	Specific scheme	LTCP does not accord with the current approach being undertaken by the GCP towards park and ride associated with C2C, which is instead pushing delivery of park and ride at Scotland Farm in respect of C2C east of Cambourne, in a location that offers an inferior and less connected alternative to that promoted by MGH at land North of Cambourne.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
111	Chapter 1	Highways	Supportive of the LTCP, voers all existing projects and look forward to collaboration on projects within Cambridgeshire and all Highway matters relating to the Strategic Toad Network	Support noted
112	Chapter 2: Our strategy	Cross border issues	Lincolnshire is not mentioned at all, Spalding is mentioned just once, and Lincoln and Boston are not mentioned at all. Other counties, cities and towns are mentioned.	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
113	Chapter 3: Fenland	Cross border issues	The LTCP needs to clearly recognise how important transport connectivity between Peterborough and Fenland to South East Lincolnshire is to both areas. We are concerned that the current draft LTCP does not reflect the importance of connectivity to Lincolnshire and the 'on the ground' reality and functional economic geography, with South East Lincolnshire being one of the main trading partners for Peterborough and Fenland.	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
114	Chapter 3: Fenland	Cross border issues	The current draft Cambridgeshire and Peterborough LTCP focuses heavily on links to other areas within the sub--national transport body area in which CPCA sits (EEH) and also to Norfolk and Suffolk (Transport East), but this does not fully reflect the needs of Peterborough, Fenland and the areas they interact with in South East Lincolnshire. It is vital for CPCA and South East Lincolnshire to work together to ensure that the transport needs in this area informs all three sub-national transport plans.	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes

115	Chapter 3: Peterborough	Cross border issues	South East Lincolnshire proposes that two key routes are added to the A47 route study area to reflect the way in which this route supports the economy of South East Lincolnshire in addition to Cambridgeshire and Peterborough:a. The Eye (Peterborough) to Boston section of the A16 to: encompass this key route for the food industry, link to the Port of Boston and its growth; and to address congestion on the A16/A47 junction. This would build on the current proposals for the A16/A47 Norwood junction3 as recognised in the LTCP.b. The A17/A16 corridors which connect with and interact with Fenland and Peterborough via the A1101 to Wisbech and the A17/A47 at Kings Lynn (as well as the A16).	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, withour specific reference to schemes
116	Chapter 3: Peterborough	Rail	Peterborough is the hub through which the rail lines which serve Spalding, Boston and Skegness primarily connect to the national rail network. This route is important for freight (especially for the Port of Boston), access to services, travel to work and supports our ambitions, as reflected in the Boston and Skegness Town Deals, to make more use of rail connectivity to support sustainable growth of the East Coast visitor economy. We would welcome a conversation with CPCA on how we can use continued economic growth in South East Lincolnshire to support the case to Network Rail for investment in these routes for rail freight and passengers.	Noted. CPCA to carry out dialogue with SELC
117	Chapter 3: Peterborough	Highways	South East Lincolnshire is pleased to see the reference in 3.24 to dualling the route between Spalding and Norwood and is keen to work with CPCA to make the case for this. Any dualling on the A16 must go at least as far as Spalding, but we would argue for this study to look at options to dual all the way to Boston.	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, withour specific reference to schemes
118	Chapter 3: Peterborough	Cross border issues	As well as an increase in commuting trips originating in areas to the West of Peterborough, continued and planned growth in South East Lincolnshire will create increased travel to work flows between Peterborough and South East Lincolnshire which need to be reflected in this part of the LTCP.	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, withour specific reference to schemes
119	Chapter 3: Peterborough	Specific scheme	Can we also please note that the map on page 47 does not have the A16 on it, instead referring to the A1073 which was replaced with the new A16 in 2011 - this clearly needs to be rectified.	Noted. Update as appropriate
120	Chapter 3: Peterborough	Specific scheme	South East Lincolnshire endorses these assessments of the strategic importance of the A47 to the area, but all of these statements fail to recognise that the A47 corridor is also critical to South East Lincolnshire, which accesses the A47 via: the A1175 and A15 to the north of Peterborough; the A16 at Eye; the A1101 at Wisbech; and, the A17 at Kings Lynn. The case for dualling of the A47, particularly from the A1 at Wansford to Peterborough and from Peterborough to Walton Highway near Wisbech, would be significantly strengthened by working with South East Lincolnshire to make the existing and future economic growth case.	Noted.Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, withour specific reference to schemes
121	Chapter 2: Our strategy	EV and alternate fuels	The plan is successfully in line with the UK's goal reaching net zero by 2050. A key factor which must be considered is the rise in electric vehicles, to sustainably plan for the future it is essential to build on the EV infrastructure, especially in rural communities.	noted
122	Chapter 2: Our strategy	Freight	Although the draft report has extensive goals and aims, it is important that the final version of the plan considers neighbouring authorities and how the LTCP can work with them. This is essential for both the movement of passengers and freight which will be essential for connecting the East of England region as a whole to the rest of the UK.	Noted. It is proposed ithat a more clear statement on partnership working with neighbouring authorities is made within 'our stategy' section.
123	Chapter 1	Partnership	Urge the CA to work with others in the wider East regipn on this objective	Noted. Commitment to more partnership working
124	Chapter 1	Goals	Support this LTCP and agree with the objectives and goals set out	Support noted
125	Chapter 1	Active Travel	Concerned about the change of surfacing rendering many paths unsuitable for trotting and cantering, would prefer that they aren't tarmacked over for cyclists. Environmental benefits to retaining soft surfaces	Noted. Active Travel strategy and ROWIP have key role in individual schemes and routes. LTCP is clear equastrians remain an important mode of travel that should be catered for.
126	Chapter 1	Targets and Indicators	Ask that qualitiative information is also considered as well as surveys	Noted. Active travel strategy is clear that each scheme is looked at on a case by case basis and qualitative evidence will be welcomed at this time.
127	Chapter 3: Greater Cambridge	Suggested scheme	We think that the long-term future of transport around Cambridge should be based on a network of light rail lines supported by bus services.	CPCA has a range of proposals looking at future transport around Cambridge. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). No change.
128	Chapter 3: Greater Cambridge	Rail	Buses on the present guided busway have to make their way into the city on the existing road system, which substantially increases their journey times as well as adding to congestion. It would appear that the proposed "segregated public transport" corridors would do exactly the same and would lead to greater congestion in the city.	Comment noted. The Making Connections package of measures specifically addresses the point made about congestion through the introduction of a congestion charge and the reallocation of roadspace to enable better reliability of buses. No change to plan.
129	Chapter 3: Greater Cambridge	EV and alternate fuels	There would also be increased air pollution as electric buses, although advertised as "zero emission", produce significant non-exhaust emissions (NEEs) from tyre and road surface wear, more even than diesel buses, due to the extra weight of the batteries.	Comment noted. It is acknowledged that elctric vehicles produce pollutants from tyre and road surface wear. No change to plan.
130	Chapter 3: Greater Cambridge	Connectivity	The GCP proposals do not appear to address the problem of cross-city connectivity, connecting for example residential developments to the west of Cambridge to the Bio-medical campus or those to the south east to the West Cambridge Campus.	Comment noted. Add in additional text in the Greater Cambridge section to strengthen the narrative on need for cross city connectivity.
131	Chapter 3: Greater Cambridge	Safety	Raises a number of very local issues facing the Greenlands Estate in Cambridge regarding the wider issues of CUH/CBC success having unintended negative consequences on its residential neighbours. Issues include loitering and misuse of communal greens, obstruction of highway and communal driveways, maintenance of communal driveways, , speeding and motor cycle use, personal safety, street and communal driveways	This is an issue for local strategy and not really an LTCP issue.
132	Chapter 1	Vision	The Combined Authority's proposed vision reflecting the need to respond to climate change, protect the environment, and support sustainable economic growth is strongly supported. The six overarching goals for the LTCP in relation to productivity, connectivity, climate, environment, health and safety are supported.	Support noted
133	Chapter 3: Greater Cambridge	Active Travel	Generally supports the proposed transport measures identified in the draft LTCP in relation to Waterbeach Barracks. Placing a greater emphasis on active travel, sustainable modes, and Sustainable Travel Hub is a fundamental part of the Waterbeach Barracks design and it is therefore strongly supported as a priority for the Cambridge network hierarchy expressed in the draft LTCP (Page 74).	Support noted
134	Chapter 3: Greater Cambridge	Bus	U&C generally supports the proposed approach for South Cambridgeshire within the draft LTCP, including the four new public transport corridors and also the recognition to create a 'world class bus network'. Further detail on this would however be welcomed in terms of what it would entail specifically for individual areas.	Support noted. Updated local strategy (child doc) will provide detail
135	Chapter 3: Greater Cambridge	Bus	The principle of Travel Hubs is supported and the proposals for the Wellcome Genome Campus will seek to align with and support the approach within the draft LTCP.	Support noted

136	Chapter 3: Greater Cambridge	Highways	It seems that there is generally a coordinated response to key areas of growth, including both employment and residential destinations. However, the Wellcome Genome Campus and its connectivity along the A1301 corridor and with the wider area, appears to be a significant omission from the current planned and emerging transport strategies and schemes. U&C and Wellcome are concerned about this oversight and the potential impact this could have on both the success of the Campus, its ability to achieve its ambitions in terms of sustainability and world class transport and on the wider movement network if WGC, as a key destination, is not embedded within the LTCP. we strongly consider that the status and importance of the WGC needs to be elevated and a more coordinated transport approach is required to ensure the Campus benefits from excellent connections if it is to continue to compete in the international arena.	Noted. The GCP have proposals for PT and AT schemes in this area and CCC/CPCA are discussing the possibility of the Royston to Granta Park study progressing to SOBC
137	Chapter 3: Hunts	Rail	U&C strongly believe planned growth to the east of St Neots represents a positive and sustainable strategic location which can benefit from potential connection into the proposed East-West Rail route to enable sustainable travel patterns. This could unlock additional growth in this location, supported by both existing and planned infrastructure. U&C therefore support the draft LTCP support of East West Rail from Cambridge to Oxford, including the potential for a new station south of St Neots at Tempsford.	Support noted
138	Chapter 3: Hunts	Highways	The Huntingdon area plan on page 89 would benefit from the labelling of the St Neots Strategic Expansion Location, which includes Wintringham.	Noted. Agreed - simple map addition
139	Chapter 3: Hunts	Specific scheme	The draft LTCP references the potential A141 improvements around Huntingdon (and linking to St Ives) on pages and 84, 86, 87. Whilst there has been a degree of uncertainty regarding this route which has hindered sustainable development, it is absolutely crucial that any interventions to key road corridors are not delivered at the expense of better walking, cycling and public transport connectivity, as highlighted on page 86. The intention to place a greater emphasis on how active travel modes can be supported in highway improvements (as specified on pages 84 and 85) is therefore strongly supported.	Support noted
140	Chapter 3: Hunts	Shared Mobility	From a broader perspective, the draft LTCP should therefore further consider the potential for strategic scale sustainable transport linkages, including potential for bus or priority mass transit options to St Ives and Cambridge from Alconbury Weald.	Noted. Use wording in Hunts LP - https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf - pg138
141	Chapter 3: Hunts	Related documents	The reference on page 83 to Huntingdonshire's Local Plan (and that development will be focussed in four spatial planning areas) should additionally note that sustainable growth in Huntingdon is also focussed on two Strategic Expansion Locations, at Alconbury Weald and St Neots East.	No change required. Current explanation is sufficient (checked with HDC).
142	Chapter 3: Hunts	Rail	The draft LTCP reference on page 84 to a new rail station at Alconbury (Weald) is supported. As a sustainable form of transport, the draft LTCP should advocate more strongly for the new railway station, and the benefits this potential modal shift would provide, including within the 'Alconbury' section on page 87.	Support noted. -USE WORDING IN HUNTS LP - https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf pg138
143	Chapter 3: Hunts	Rail	The Huntingdon area plan on page 89 would be improved by illustrating the route of the East Coast railway line. Furthermore, the potential new Alconbury Railway Station should be illustrated on the east side of Alconbury Weald development rather than as currently illustrated on the A1 Road. To further aid clarity, the Alconbury Weald development should be more accurately labelled (the position of the text is currently shown to the west of the A1).	Agree addition of ECML is useful. AGREE THAT SHOWING ECML IS FINE AND DO INDICATIVE BLOB FOR STATION ON MAP
144	Chapter 5: Monitoring and perfomance	Goals	The CA should consider more metrics to measure productivity that tie into their strategic objectives, eg no of residential dwellings within the region that fall within a 30 minute sustainable commute to an employment hub, or the number of public transsport routes that improve journey to home, education, employment, and leisure to within 30 mins	This is tied to Local Plan and planning issues. Local strategies will consider such data.
145	Chapter 1	Health	The draft plan does not go into detail as to how it is going to achieve a public transport network that will promote 'social inclusion' via the four factors highlighted, 'available, accessible, affordable and appropriate'. In particular 'affordability and 'appropiateness' should consider are not fully considered.	The LTCP is setting the vision and policy direction for PT and includes a number of 'major' PT schemes. The local strategies and the BSIP will tackle specific issues such as accessibility for specific places. The CPCA is also investigating ways in which the bus and PT network can be better delivered, through framworks and investigating the viability of funding the network in a different way
146	Chapter 1	EV and alternate fuels	The plan needs to be more specific to actively encourage non-fossil fuel (electric, hydrogen) solutions in transport.	noted. alternative fuels inc. EV to be promoted further in LTCP child doc
147	General	Interchange	The new transport network needs to be considered holistically so that conflicts between alternative modes of transport are eliminated as best as posible	noted.
148	Chapter 1	Connectivity	Promotes idea of 15-min city and broadening out to consider how this could work in more rural settings. Key to unlocking this is mapping of amenities to population centres and applying aa catchment priniciple to provide policy direction showin gaps in connectivity.	additional discussion on rural areas and connectivity to and within them is being made, both in main stategy and in local sections
149	Chapter 2: Our strategy	Freight	Acknowledgement in the draft LTCP that the potential the rail network has for greater freight movements is noted, however suggest going further by transitionin the vast majority of freight movements from currently congested roads to underutilised railways.	Comment noted. It is recognised that the LTCP needs a stronger reference to freight movements. The suggested apoproach needs significantal central government support to facilitate.
150	Chapter 2: Our strategy	Freight	The 'secure freight consolidation centres' identified could be located on the rail network	Comment noted. It is recognised that the LTCP needs a stronger reference to freight movements. The suggested apoproach needs significantal central government support to facilitate.
151	Chapter 3: Fenland	Rail	Suggest considering extending the Wisbech Rail link to King's Lymm, creating an alternative to the A47	Noted. LTCP supports Wisbech rail link but details on its specifics are not for the LTCP.
152	Chapter 3: Fenland	Connectivity	Market town connectivity will be improved so that parts of our region are not left out from fuure opportunities. We need to do this by considering viable 15-minute communities or neighbourhood hubs	Noted. LTCP supports 20 min neighbourhoods
153	Chapter 2: Our strategy	DRT	DRT has a big role to play in the future, interlinking with 15-minute communities to provide greater connectivity outside of these areas.	Noted and agreed. Covered in LTCP
154	General	Wider policy areas	Strong governance needs to be applied, together with policy around how new developments are delivered.	Noted however this is something which should be addressed by the Local plan
155	Chapter 1	Connectivity	Digital connectivity should be available to all, including those in more rural areas within our region	Noted. Digital policy to follow
156	Chapter 2: Our strategy	Freight	Frieght movement should be transitioned away from the road network thus reducing emissions	Noted. LTCP to be improved on freight and HGV.
157	Chapter 1	Environment	Biodiversity measures should be considered holistically across the region and linked to a 'green vision' for the region as a whole.	Noted.

158	Chapter 1	Active Travel	Transition to more sustainable travel modes should come with benefits to public health - reduced congestion leading to better air quality and increased physical activity through active ravel	Noted. Public health and AQ key aspects to LTCP
159	Chapter 1	Safety	The safety of the transport modes should be considered from both physical safety through the prevention of accidents as well as personal safety in terms of individual passengers feeling safe in their surroundings.	Noted and agreed. Safety section to be improved and can check this
160	Chapter 1	DRT	Review of the benefits of the TING trial, with futher expansion of that initiative if proved successful	Noted.
161	Chapter 2: Our strategy	Targets and Indicators	Revamp our approach to Planning Policy in the region to facilitate integration of development proposals for the regions so that they are intrinsicaclly linked to the LTCP to enable progress to net-zero.	Noted however this is something which should be addressed by the Local plan
162	Chapter 1	Safety	Conscious that the plan will drive investment decision making and plans for the future so we welcome your commitment to considering and improving the safety of our transport network, whilst ensuring actual and perceived barriers are addressed and minimised. We would like to ensure partners are actively considering road and community safety issues in their plans and bids for transport projects.	noted. LTCP to improve safety section and commit to working with partners.
163	Chapter 1	Safety	We welcome the links made to road safety and Vision Zero. The Commissioner will continue to support the partnership's ambition to achieve a zero road deaths or serious injuries in Cambridgeshire by 2040, supporting the county's Vision Zero Partnership. The new Local Transport and Connectivity Plan provides an opportunity to enshrine your commitment into future planning.	Support noted. No change to plan.
164	Chapter 1	Safety	Within the framework for achieving the ambitions set out in the draft plan, we would also like to highlight the opportunity to enhance the broader safety focus of the plan in terms of crime prevention. Improving people's feelings of safety should help them to make more sustainable travel choices.	Noted and agreed. To be included in new safety section
165	Chapter 1	Safety	Your new Local Transport and Connectivity Plan provides an opportunity to highlight the need more broadly in transport projects, to design out and prevent crime from the outset. It would be helpful for wider partners to consider these issues as part of their project design.	Noted
166	Chapter 3: East Cambs	Rail	Support for the CA's efforts with Network Rail to deliver capacity improvements through the Ely area and for lobbying Network Rail for the doubling of track capacity between Newmarket and Cambridge and Soham and Ely to facilitate the reinstating of Snailwell Loop.	Support noted. No change to plan.
167	Chapter 3: East Cambs	Rail	Keen to see delivery of hourly Ipswich to Peterborough service and the implementation of EWR Central Section which would support extension of services to Newmarket, Bury St Edmunds and Ipswich.	Support noted. No change to plan.
168	Chapter 3: Greater Cambridge	Bus	Stress the need for fast, frequent and reliable public transport improvements on the Haverhill to Cambridge corridor including mass rapid transit and express services.	Noted. GCP looking at improvements for part of this corridor through its CSETS work. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
169	Chapter 3: Greater Cambridge	Bus	Interested to know more about the proposed rollout of demand responsive transport services across East Cambridgeshire and to what extent they may interact with rail stations at Kennett and Newmarket.	Noted. CPCA to liaise with WSC
170	Chapter 3: East Cambs	Partnership	Suggest establishing a formal arrangement between CPCA and West Suffolk Council whereby can work together on cross-boundary issues such as bus service improvements, DRT schemes, A142 study and A14/A11 junction	A new section is to be added to strengthen intention for partnership working. CPCA to liaise with WSC.
171	Chapter 3: Greater Cambridge	Partnership	Welcome consideration of additional public transport to links from Newmarket Rd P&R to the employment centres of Milton Science Park and Cambridge Biomedical Campus	Support noted. No change to plan.
172	Chapter 3: Greater Cambridge	Specific scheme	Regarding the A11/A1307 junction new travel hub we would like to understand if the new A11 transport hub will include electric bus charging infrastructure.	Noted. GCP deliverng this. GCP looking at improvements for part of this corridor through its CSETS work. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). Suggest WSC liaise with GCP
173	Chapter 3: East Cambs	Specific scheme	Support the inclusion of the A142 capacity study and the commitment to work with partners to assess and develop further improvements to the A14/A142 junction 37. Also support the reference to junction 38 where the A14 meets the A11.	Support noted. No change to plan.
174	Chapter 3: Greater Cambridge	Bus	Requesting more affordable public transport and a management system similar to TfL which would act as an umbrella organisation overseeing transport in Cambridgeshire.	CPCA investigating ways in which buses can be delivered. GCP also doing similar for Gtr Cambridge
175	Chapter 2: Our strategy	Bus	Draft LTCP lacks a regional plan to replace conventional rural bus services by a regional busway network to take the lead in the development of the region's transport infrastructure as a whole.	Noted. The BSIP is aiming to deal with improvements to the wider bus network
176	Chapter 2: Our strategy	EV and alternate fuels	Long-term effect of Covid restrictions, spiralling energy and fuel costs, cost of switching to EV vehicles could provide opportunity for an innovative review of traditional modes of bus travel to and from places of work and business around the region, avoiding reliance on private vehicles to fill the deficiencies in transport supply.	Noted. The BSIP is aiming to deal with improvements to the wider bus network
177	Chapter 2: Our strategy	Bus	Makes suggestions around how bus services could be reviewed. This includes: looking at speed and ease of traffic flow, identifying existing key strategic routes between principal urban centres, establishing express inter-city busway network,	Noted. The BSIP is aiming to deal with improvements to the wider bus network
178	Chapter 2: Our strategy	DRT	An integrated transport network across the CA area could be established on three levels, namely rail services, interurban primary busway routes and DRT bus services serving small communities and feeding into busway routes.	Noted.
179	Chapter 2: Our strategy	Bus	Suggests three levels of travel hub, namely interchange service hubs, urban hubs and mini hubs.	noted.
180	Chapter 3: East Cambs	Partnership	Would welcome the opportunity for further and continued engagement to ensure cross-boundary considerations are embedded into project development and delivery, and to optimise outcomes for our respective regions.	Noted. Further dialogue welcomed

181	Chapter 3: East Cambs	Connectivity	Improved connectivity for rural communities, providing faster and more frequent connections will improve access to jobs and education and CPCA's ambitions to achieve a 15% reduction in car mileage and strategic proposals, such as North to South and East to West rail and road improvements (Ely, Soham and Newmarket rail improvements, and improvements on the A10, A14, A142, and A47 road corridors), which support these aspirations are welcomed.	Support noted. No change to plan.
182	Chapter 2: Our strategy	Targets and Indicators	Support the principle of the LTCP's commitment to a reduction in car mileage by 15% by 2030, using a 2019 baseline, across the region, drawing on the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report. We note that the practical application of this commitment and therefore its specific impacts remain to be determined and we would welcome further engagement on this as it develops.	Noted. Further dialogue welcomed
183	Chapter 3: East Cambs	Highways	Proposals to continue developing the capacity study of the A142, and to work with partners to assess and develop potential solutions to junction capacity constraints of the A14/142, are welcomed and would go some way to supporting improvements of our cross-country key movement corridor as identified in our IDP, which is considered a vital transport investment opportunity for our region. The A14 (particularly at J37 (A142)) remains very vulnerable to further growth in East Cambridgeshire and we welcome the opportunity for further engagement and partnership working.	Support noted. No change to plan.
184	Chapter 3: East Cambs	Specific scheme	We would welcome an opportunity for further engagement to ensure consideration is focused on improvements to local connectivity along the A1307 corridor, including east of the A11, that better accommodate such movements.	Noted. Further dialogue welcomed
185	Chapter 3: East Cambs	Cross border issues	We would welcome further engagement with CPCA and regional partners to investigate opportunities to improve access to Stansted Airport, in particular supporting growth through sustainable transport improvements	Noted. Further dialogue welcomed
186	Chapter 3: East Cambs	Cross border issues	We would welcome discussions, along with partners, on potential cross-boundary transport improvements, including active travel.	Noted. Further dialogue welcomed
187	Chapter 3: Greater Cambridge	Specific scheme	Strongly object to CA's endorsement of the GCP Cambourne to Cambridge scheme, on grounds of environmental damage and low BCR. Wish to engage with the Mayor on the C2C off road route.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
188	Chapter 3: Greater Cambridge	Specific scheme	Strongly object to CA's endorsement of the GCP Cambourne to Cambridge scheme, on grounds of environmental damage, cost and low BCR.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
189	Chapter 1	Goals	There is little distinction between the wording of the goals and those of the objectives. The goals should be the longer-term outcome while the objectives define the measurable actions to achieve an overall goal.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
190	Chapter 1	Goals	It is not clear how the proposed objectives will be achieved. Instead of the traditional pyramid of responsibility, the figure on page 10 of the consultation document betrays the fact that the responsibility to achieve these objectives is split between several authorities with no single authority with the power to oversee and co-ordinate their efforts. In short, the strategy cries out for the setting up of a single body with the powers, responsibilities and resources to deliver it.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
191	Chapter 1	Goals	Within the goals and objectives, the message relating to the Environment is muddled – sometimes titling it 'Environment' and other times 'Natural Environment'. For example, on page 20 of the draft Plan, the environment goals and objectives are much more than just Natural Environment. They should be titled Environment and the supporting text refer to natural, historic and built environments.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
192	Chapter 1	Environment	The Environment goal only refers to 'protecting and improving our green spaces and improving nature'. The environmental goal should be expanded to include protecting and improving 'historic and built space' alongside protecting and improving green space. The environment objective should then set out the actions to achieve this goal. We would suggest that these should include avoiding loss of natural and historic environments; minimising visual intrusion in the landscape and cityscape; and minimising light and noise pollution.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
193	Chapter 2: Our strategy	Environment	The narrative of this chapter is hard to follow. The guiding principles are listed on page 30 but the following pages headed up "Guiding Principles" do not match the bullet pointed list but deal with strategy topics. The strategy essentially repeats the goals and objectives, many several times over, in various forms of words, with some additional justification and explanation. The 7th bullet point is 'Greening our transport infrastructure and enabling access to our high quality green open spaces'. Further clarification is needed on this guiding principle. It is unclear whether 'greening' is referring to reducing greenhouse gas emissions or improved landscaping. It is important that you clarify what is meant by 'high quality green open space' and how the provision of transport infrastructure is going to deliver it. We would be very concerned if this refers to narrow strips of landscaping beside transport infrastructure rather than substantial open areas which can be managed to be of benefit to nature and people.	Noted. Structural changes to this chapter are proposed
194	Chapter 2: Our strategy	Public Realm	There is very little effective intervention on this element of the strategy. Reference is only made to Low Traffic Neighbourhoods and 20-minute neighbourhoods.	Noted. Potential for some beefing up of these elements in the oue strategy chapter
195	Chapter 2: Our strategy	Climate	The commitment to a target of net zero carbon by 2050 is not referenced at all within the bullet points on page 30. Climate change appears towards the end of the section on "Overall Strategy". Surely, tackling climate change should be the priority of the plan and the driving force behind the strategy? The plan must be more ambitious than achieving Zero Carbon by 2050 and must be sufficiently flexible to allow for subsequent changes, so that the policies can evolve to cope with the changes that are being brought about by global warming and the loss of natural diversity. There is little substantive detail on the interventions to tackle climate change.	Noted. WSP work to address
196	Chapter 2: Our strategy	Environment	This only refers to causing minimal destruction to the environment during construction and operation and achieving biodiversity net gain. The strategy should state that infrastructure will be planned to avoid destruction of the natural and historic environment. To meet national1 and local policy2 requirements, the delivery of transport infrastructure needs to show how the hierarchy of mitigation measures (Avoid, Mitigate, Compensate) has been embedded into the design of the development. Throughout the Plan, the vision, goals and strategy/guiding principles, reference is made to a commitment to biodiversity net gain. However, no mention is made of the percentage of net gain and the Plan must firmly commit to a minimum 20% net gain to meet the aspirations of the local Councils.	Noted. Needs CPCA review and updated accordingly - biodiversity net gain work to be included. Other examples to be integrated wherever possible.
197	Chapter 4: Policies	Policies	We are very disappointed that the draft LTCP does not include the policies for us to comment on. Therefore, we consider that the draft LTCP is not ready for public consultation and a further public consultation on the policies will be required before the LTCP may be adopted.	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. Current policies remain as previously consulted on and published - new ones will be subjected to the appropriate consultation process
198	Chapter 3: Greater Cambridge	Specific scheme	We support the need to encourage more people to access the city on public transport or by active modes. However we object to the strategy of achieving this through building new roads through open countryside, to be used by buses and supported by giant car parks. These new roads, car parks and their associated infrastructure will destroy habitats and damage the landscape, countryside and green belt.	Noted. The LTCP is clear that there is a hierachy of modes and that alternatives to road building and facilitating private car use will be promoted in the first instance. Where a scheme is proposed by the GCP: The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
199	Chapter 3: Greater Cambridge	Specific scheme	We object to the GCP's preferred route for the Cambourne to Cambridge Busway. In short, the Local Transport strategy proposes interventions which are destructive of the environment, and there is no evidence that the objectives cannot be achieved by other less damaging means.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
200	Chapter 3: Greater Cambridge	Specific scheme	We object to the GCP's preferred route for the Cambridge South East Busway. In short, the Local Transport strategy proposes interventions which are destructive of the environment, and there is no evidence that the objectives cannot be achieved by other less damaging means.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
201	Chapter 3: Greater Cambridge	Specific scheme	The proposed busways include the provision of new park and ride sites. These result in more tarmac, buildings, and light pollution in the green belt countryside. Encouraging more people to drive to a park and ride site also undermines the investment to improve the coverage and quality of bus services from surrounding villages and towns	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
202	Chapter 3: Greater Cambridge	Specific scheme	We support the provision of a network of Greenways. We are working with the GCP to try and ensure that the routing and infrastructure for these is delivered in ways that minimises their impact on the natural and historic environment. However, we are concerned when there is a duplication of infrastructure in close proximity, such as an active travel route beside a busway as well as Greenway and a pavement. This is caused by a lack of strategic planning and could result in an unnecessary loss of countryside. It must be remembered that all infrastructure generates carbon emissions and has negative environmental impacts.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)

203	Chapter 1	Vision	East Cambridgeshire District Council supports the draft Local Transport and Connectivity Plan (LTCP) vision, and the aims and objectives presented.	Support noted. No change to plan.
204	Chapter 1	Vision	The Council welcomes the inclusion of a specific reference to rural areas in the vision, but would like to understand the vision for transport in Cambridgeshire and Peterborough over the short, medium and long term. What will the transport network look like in 5 years, 20 years and 50 years?	The delivery plan will detail future proposals and reference to EC Transport Strategy. to be delivered for local schemes. Also add section child documents, local strategies and their role.
205	Chapter 1	Environment	ECDC supports the objectives relating to climate change, carbon emissions and energy reduction and protecting and enhancing the environment. The District Council has declared a Climate Emergency and providing alternatives to the private car is essential to improve air quality and achieving our carbon neutral goals.	Support noted. No change to plan.
206	Chapter 3: East Cambs	Partnership	The Council welcomes the inclusion of 'connectivity' in the Plan as it recognises the environmental and social benefits of being able to work from home and access services online. The Council is keen to work with the CPCA to deliver improved broadband coverage and speeds in East Cambridgeshire and to improve and mobile phone reception across the district.	Support noted. New partnership paragraph/section in plan to be added
207	Chapter 3: East Cambs	Active Travel	Would welcome reference being made to ECDC's own Cycling and Walking Routes Stratgey. A list of priority routes has already been identified and fesasibility studies already undertaken. This information will be used to seek funding from external sources to enable delivery of the schemes.	Agree. Amend plan to reflect this strategy in local section as well as reference in potential new section in overall strategy on partnership working/related documents
208	Chapter 3: East Cambs	Active Travel	Due to the nature of the roads and the traffic using them, freeing up road space for active travel schemes is challenging and whilst the draft LTCP refers to the fact that within East Cambridgeshire it will be difficult to adhere to government guidelines, it would be useful if information about how this could be overcome was also included in the document. The District has lost out on funding from previous active travel funding rounds so it is essential that this is addressed.	Amendments will be made to tighten up in main strategy regarding rural areas not missing out just because they are rural. This will tie into active travel more strongly. Rural accessibility will be strengthened in the document
209	Chapter 3: East Cambs	Partnership	Would welcome working with the CPCA and other partners on issues such as safe crossings as an integral part of a cycle/walking project, disrepair on existing paths, promotion of existing routes, and funding oportunities.	Support noted. New partnership paragraph/section in plan to be added. Please also refer to CCC district transport strategies and action plan
210	Chapter 3: East Cambs	Bus	Highlights the issues with bus services in East Cambs, They are not direct or convenient due to long journey times and do not provide a viable alternative to the private car. Some communities have no bus service at all. Low population density and longer distances to travel make practical and commercially sustainable public transport difficult in rural areas.	Agree. BSIP looks to address this. No change to plan.
211	Chapter 3: East Cambs	Bus	Funding for bus services continues to be reduced and this has led to services in East Cambridgeshire being withdrawn or reduced so that the areas, days and times of operation do not meet the needs of residents. The Council requests urgent financial support from the CPCA for this service. Also keen to understand how the CPCA will address the issue of providing ongoing revenue funding for bus services, particularly rural services which typically require the greatest level of subsidy, if franchising won't provide this. The Council believes it is important to get the balance of subsidised bus fares and subsidised routes correct. Subsidising rural routes must be a priority and must not be forfeited in favour of subsidising fares for additional groups of people – the effect of this would be to see more and more people travelling for free or at low cost in the urban centres.	Comment noted. The BSIP will take the aims of the LTCP and add detail on buse networks. Any CPCA funding will be subject to the businesss planning cycle. CPCA looking at long term viability for buses and bus frameworks.. No change.
212	Chapter 3: East Cambs	Bus	East Cambridgeshire District Council is seeking funding from the Cambridgeshire and Peterborough Combined Authority to trial new bus services identified in its 'New Bus Service Proposals for East Cambridgeshire' Prospectus to allow them to become established and viable. These services will also need support in terms of promotion, information provision, ticketing and infrastructure to increase their viability.	Noted. Any CPCA funding will be subject to the businesss planning cycle. CPCA looking at long term viability for buses and bus frameworks.
213	Chapter 3: East Cambs	Partnership	The LTCP should include a commitment to work with local authorities and other stakeholders to improve rail connectivity and services across the area.	Comment noted. New partnership paragraph/section in plan to be added
214	Chapter 3: East Cambs	Rail	Support the Ely area capacity enhancement (EACE) programme proposals to upgrade the railway to allow more trains to run through Ely as long as it includes a road solution at Queen Adelaide. Oppose any measures that restrict traffic flow across the level crossings in Queen Adelaide to the detriment of residents and local businesses until alternative solutions are put in place. Accessibility must be retained for NMUs and it is vital that the EACE scheme delivers sufficient additional capacity to meet future demand by delivering train paths to cater for services above and beyond the outstanding franchise commitments.	Support noted. Will look to strengthen text in document to reflect concerns that rail industry do not fully take acoount of local growth plans.
215	Chapter 3: East Cambs	Rail	The Council will support the CPCA and other stakeholders in lobbying DfT to ensure the EACE project goes ahead.	Support noted. No change to plan.
216	Chapter 3: East Cambs	Rail	The Council would like to see the LTCP promote the importance of the Queen Adelaide Road Improvement Scheme whilst maximising the rail connectivity network for the district and wider area.	LTCP local section to include as part of the EACE improvements it will be necessary to address the local concerns along Queen Adelaide
217	Chapter 3: East Cambs	Rail	The Council welcomes the commitment in the draft LTCP to doubling the track all the way to Soham, which would increase capacity for both freight and passenger services and enable a second platform at Soham Station to become operational and an hourly service to run from Ipswich to Peterborough, and to reinstating the Snailwell loop, which would provide a direct service between Ely, Soham, Newmarket and Cambridge, bringing further benefits to passenger and freight services.	Support noted. No change to plan.
218	Chapter 3: East Cambs	Rail	East Cambridgeshire District Council supports the East West Rail Link eastern section proposals and supports the southern approach because of the benefits it will bring to residents in our district.	Support noted. No change to plan.
219	Chapter 3: East Cambs	Active Travel	Any major improvements to roads and junctions proposed in the LTCP should seek to make better provision for pedestrians, cyclists and equestrians.	Agreed we will strengthen wording around this in overall strategy.
220	Chapter 3: East Cambs	Specific scheme	For the residents and businesses of East Cambridgeshire, dualling the A10 all the way to the BP garage at Ely and improving the junctions along it is an absolute priority. The Preliminary Strategic Outline Business Case work, undertaken by Mott MacDonald in 2018, suggested building a new road to the North West of Ely, which would divert non-local traffic away from the two Ely roundabouts. The Council requests that the Combined Authority investigates this proposal fully before making any decisions about preferred route options. How the A10 is dealt with at the A14 junction also must be considered.	Noted. An issue for the business case work rather than any change to the plan
221	Chapter 3: East Cambs	Specific scheme	The Council supports the provision of infrastructure for active travel that will tie into existing routes and the planned additions, which will provide a continuous route from Cambridge to Ely. We urge the Combined Authority to ensure that the proposed segregated cycle route from Cambridge to Ely is an off-road cycle path and that separate provision for pedestrians and cyclists is provided, not a shared-use path, as set out in the Preliminary Strategic Outline Business Case. Protection for active travel users like cyclists, walkers, and horse riders and safe crossing points at these junctions is essential. Keen to understand provision at the A10 BP roundabout.	Agreed we will strengthen wording around this in overall strategy.
222	Chapter 3: East Cambs	Partnership	The Council welcomes the reference to working with Suffolk County Council regarding the A14/A142 junction in the LTCP document. The LTCP should commit to assess demand and options for an upgrade to junction 38, including an all-movements junction to facilitate freight and help remove HGVs from unsuitable roads.	Support noted, New partnership paragraph/section in plan to be added
223	Chapter 3: East Cambs	Highways	The Council supports the reclassification of the A1123 (A1421) to a B road as it would provide a number of key advantages and opportunities for the East Cambs villages of Haddenham, Stretham, Wicken and Wilburton:	Support noted. No change to plan
224	Chapter 3: East Cambs	Highways	An A142 capacity and safety improvements scheme to deliver local capacity and safety improvements on the A142 between Newmarket and Chatteris is referred to in both the current LTP and the draft Plan. This project should be progressed urgently as capacity is limiting both housing and economic growth in the district.	Noted. No change to plan.

225	Chapter 3: East Cambs	EV and alternate fuels	The Council welcomes the commitment the roll out of electric vehicle charging infrastructure particularly in those districts with low provision such as East Cambridgeshire. The Council is working on a scheme currently to install charging points in some of its car parks but more are urgently needed. There are electricity grid capacity issues regarding this and the Council would like to understand how the grid improvements that are required will be delivered.	Support noted. Grid issue also raised by other Authorities. Will aim to strengthen reference in overall strategy.
226	Chapter 3: East Cambs	EV and alternate fuels	The Council is keen to continue to work with the CPCA and other stakeholders to deliver the actions from the East Anglian Alternative Fuels Strategy across East Cambridgeshire.	Support noted. No change to plan.
227	Chapter 3: East Cambs	Rail	The Council supports improvements to rail infrastructure and signalling enhancements to increase rail freight capacity, thereby taking freight off the road network and moving it across the region more sustainably.	Support noted. No change to plan.
228	Chapter 3: East Cambs	Freight	The LTCP can help manage the movement of freight by: • Encouraging HCVs to use the Cambridgeshire County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators.Encouraging HCVs to use the Cambridgeshire County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators. • Ensuring Cambridgeshire County Council changes its advisory freight map to re-route HCVs using north Ely as a through route to divert HCVs onto more modern capable roads (to delete Downham Road, Egremont Street, Newnham Street and Prickwillow Road, and re-route HCVs to the more capable roads of Cam Drive, Lynn Road, Kings Avenue). • Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals. • Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail. • Working with delivery/logistics operators to integrate first-mile pickup and last-mile deliveries. • Supporting the formation of Quality Partnerships between interested parties.Monitoring changes in HCV and LCV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns. • Supporting improvements in HCV provision in the county, including overnight parking, in appropriate locations. • Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.	First 3 points, please refer to to CCC strategy. We will strengthen the section on freight and include sub sections in relevant areas.
229	Chapter 3: East Cambs	Specific scheme	East Cambridgeshire District Council opposes any road user or increased parking charges on vehicle access to the city before credible alternatives are in place and it has been demonstrated that they are effective and serve the needs of the residents of East Cambridgeshire	Noted. No change to plan. This refers to the GCP Making Connections work. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com).
230	Chapter 1	Goals	The Council is keen to understand how the 15% cut in car mileage will be achieved across the CPCA area.	The document refers to the various measures which will assist in achieving the target of a 15% reduction
231	Chapter 3: East Cambs	Partnership	The CPCA should work with the Greater Cambridge Partnership (GCP) to ensure that projects that could benefit a wider area, such as the Greenways, Cambridge Eastern Access and Waterbeach projects are not limited by, and are potentially delivered beyond, the City Deal geographical boundary.	Comment noted. New partnership paragraph/section in plan to be added to strengthen and reflect the partnership work that the CPCA is involved in.
232	Chapter 3: East Cambs	Related documents	Clarity is needed regarding how the CPCA will decide which supporting documents to adopt as 'child' documents, particularly those produced by other organisations.	Agreed, a section is to be added regarding the child documents
233	Chapter 4: Policies	Related documents	It is essential that a delivery plan for the LTCP be produced at the earliest opportunity. This should include details of how and when schemes identified will be progressed and delivered. The Council has concerns regarding how the schemes in the Plan will be supported, funded and delivered by the CPCA, but is keen to work with the CPCA to achieve our joint ambitions for East Cambridgeshire.	Noted. Delivery plan intended to follow LTCP adoption
234	Chapter 2: Our strategy	Health	Reference to relevant health-related policies and strategies such as the Joint Strategic Needs Assessment (JSNA) or the emerging Health and Wellbeing Strategy	Noted. Agree these need adding to relevant section on public health
235	Chapter 3: Greater Cambridge	Specific scheme	Development of place based local strategies consistent with the policy framework set out in the LTCP and in government guidance, informed by local engagement and consultation. These strategies would then inform investment decisions by the CPCA:•that reference to additional M11 capacity is deleted as our understanding is that there is no currently planned proposal to provide such capacity •that the GCP's Whittlesford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram, and • that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Area Capacity Enhancement programme and other related rail proposals	Noted. Agreed.
236	Chapter 2: Our strategy	Related documents	Reference to be made more explicitly to these strategies, perhaps in its own section within the LTCP so that a clear mandate for developing these can be established	Noted. Section in 'our strategy' which defines clearly the role of and importance of child docs (and other LTP suite of docs) to be added
237	Chapter 3: Greater Cambridge	Specific scheme	It is vitally important that the LTCP recognises and supports the forthcoming proposals of the Making Connections consultation	Comment noted. Review text in Greater Cambridge section to ensure that it reflects how this project has developed since the draft LTCP. Also review where reference can be made in overall strategy section.
238	Chapter 1	Shared Mobility	It would be helpful to include a behaviour change section which mentions in more detail Mobility as a Service (MaaS) and Journey Planning.	Suggestion noted. Agree that a strengthened section covering behaviour change would be beneficial. Additional text will be inserted in an appropriate section, possibly the "Future of Mobility' section in Chapter 1 - tba.
239	Chapter 1	Evidence	Review post covid traffic data	Comment noted. Review and update text in Evidence Base on latest pot-Covid data if available.
240	Chapter 2: Our strategy	Specific scheme	Inclusion of cycling schemes on the major schemes map	Noted. To include if appropriate
241	Chapter 2: Our strategy	Related documents	inclusion of the CCC pipeline of schemes being included on any future iteration of the diagrams, as these emerge from the Companion ("child") Documents	Noted. Child docs to be defined and discussed in our strategy section more clearly
242	Chapter 2: Our strategy	Climate	promote linking major schemes with low carbon or low emission modes as a way of supplanting and interfacing with 6 new infrastructure in order to maximise carbon benefits	Noted. WSP work to cover this
243	Chapter 2: Our strategy	Rail	There is a good opportunity for new railway stations, such as Cambridge South, to promote interchange with active, electric or low emission modes.	Comment noted. Look to strengthen wording in text around interchange between active, electric or low emission modes of transport.
244	Chapter 1	Vision	The first paragraph in the Vision section appears to focus on reducing journey times by a few minutes, which somewhat underpins the perceived need to remove bottlenecks in the road network catering for car drivers as opposed to encouraging mode shift. This is not compatible with the renewed focus on active travel, public health, safety and Climate Change goals, which should be more front and centre.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.

245	Chapter 1	Active Travel	Overall stronger emphasis on acive travel. Inclusion of the connection of high-quality public realm with high levels of walking and cycling being an attractor to businesses, and therefore part of the economic growth agenda	Noted. Some wording in AT section about buisnesses doing well where high levels of walking and cycling are present. Would be useful to back up with evidence source...
246	Chapter 1	Active Travel	Why are walking and cycling, particularly cycling, not a high priority for spaces with a high movement function where communities are within reasonable distances for such modes? 'Consideration will be given' is vague and should be strengthened to give the Council a better policy basis for negotiating for provision as part of major schemes delivered by other bodies, such as National Highways and Network Rail.	Agree. Change wording to reflect that cycling provision is vital for areas of high movement function and shoudl be considered as part of any infrastructure scheme from the outset where this is appropriate.
247	Chapter 1	Active Travel	Active travel needs to be prioritised to and from new developments	Noted. Planning issue.
248	Chapter 1	Active Travel	clear on the need for continued maintenance of new active travel infrastructure, which is a major issue for the safe use of any new infrastructure and therefore the uptake in usage over time	Noted. Can add wording to maintenance section which states the importance of cycle infrastructure being maintained.
249	Chapter 1	Active Travel	Recognition that good lighting can promote walking and cycling	Noted. Safety section to be reworded and brought more to the forefront within our strategy section. To include personal safety, recognise need for new interventions, lighting etc.
250	Chapter 5: Monitoring and perfomance	Targets and Indicators	It would be useful for the LTCP, as the overarching strategic transport plan for the area, to set some specific and measurable targets for active travel (walking and cycling) for each District. These need to be considered, realistic and tailored to suit the individual circumstances for each area.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
251	Chapter 2: Our strategy	Climate	To improve the goals, the LTCP could include a more ambitious target of achieving net zero by 2045 or sooner. Better consideration to be given to embodied carbon with the construction of transport projects. Including whole lifecycle carbon assessments and the cost of carbon removal	Noted. WSP work to consider this.
252	Chapter 2: Our strategy	Climate	Include annual carbon budgets and detail the trajectory for transport emissions towards Net Zero	Noted. WSP work to consider this.
253	Chapter 2: Our strategy	Climate	to consider the transport programme contained within the LTCP and whether it will achieve the necessary trajectory of CO2e emissions reductions, and what further measures will be needed to meet the trajectory.	Noted. WSP work to consider this.
254	Chapter 2: Our strategy	Climate	Climate/ environment to be given a higher priority than productivity in hierarchy of goals. Climate change and net zero goals need to be embedded into every theme, as economic growth and productivity is	Noted. WSP work to consider this.
255	Chapter 2: Our strategy	Climate	For Carbon assessments robust methodologies should be agreed that use suitably robust carbon data and transport modelling to understand the true climate impact of proposed schemes. Similarly, carbon valuation could be incorporated into this process to understand the future costs of removing emitted carbon in the future	Noted. WSP work to consider this.
256	Chapter 2: Our strategy	Environment	to be clearer on the separate issues of emissions (particularly of Nitrogen Oxides and fine particles) causing poor air quality and therefore the immediate risk to health, and the issue of emissions causing longer term impacts in relation to the climate due to Greenhouse Gas emissions	Noted. AQ section to be separated more from general emissions section
257	Chapter 2: Our strategy	Highways	Consideration given to materials used to ensure that embodied carbon is minimised and that schemes are built to the highest possible standard in terms of sustainability and safety.	Noted. WSP work to consider this.
258	Chapter 2: Our strategy	Highways	LTCP should state that high quality pedestrian and cycle facilities will be implemented to promote alternatives to car travel, consistent with the standards set out in Local Transport Note 1/20	Noted. LTN120 an important factor for AT. LTCP to make this clearer in relevant AT section
259	Chapter 2: Our strategy	EV and alternate fuels	The need to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area, alongside provision of E-charging infrastructure.	Noted. Wording on grid capcity and need to work with national grid for this to be added. Alternative fuel and EV policy/strategy to follow
260	Chapter 2: Our strategy	EV and alternate fuels	Consideration needs to be given to residents who do not have access to off road parking.	noted. Alternative fuel and EV policy/strategy to follow
261	Chapter 2: Our strategy	EV and alternate fuels	Additional details is required on alternative fuels	Alternative fuel and EV policy/strategy to follow
262	Chapter 1	Safety	A clearer vision on how we can create infrastructure which reduces the reliance on the motor vehicle for marginalised groups who might feel the car is their only option.	Alternative fuel and EV policy/strategy to follow
263	Chapter 2: Our strategy	Highways	The LTCP needs to take account of the Highway Authority's statutory asset management requirements. Suggested text to be inserted on pages 44-46: "We will collaborate with stakeholders in Cambridgeshire County Council's Highway Asset Management Team to ensure: •that scheme design is considerate of the existing highway network, its status and extent, and any associated constraints or prerequisites, and •that new or amended highway infrastructure is developed and recorded in accordance with the operational requirements and statutory asset management duties of the Local Highway Authority."	Noted. Agreed wording changes.
264	Chapter 1	Safety	•A change in priority placing road safety ahead of economic growth •Additional funding for road safety interventions •Vision zero could be confused with net-zero •Consideration to accessibility as a road safety issue, inclusion of personal safety.	Noted. Safety section to be reworded and brought more to the forefront within our strategy section. To include personal safety, recognise need for new interventions etc.
265	Chapter 2: Our strategy	Related documents	• Integrate new development into the Public Rights of Way network without damaging the countryside • Make available accessible, high quality, definitive information, maps, and records of on the network • Ensure the highway and rights of way network is complete to meet the needs of today's users and land managers Comment: This is still important as the majority of PROW and many new transport schemes will run over or affect third party land, and they are critical stakeholders • Support better land and waterway management	Agreed. add to ROW section. possibly p42 'Attractive Alternatives'?
266	Chapter 2: Our strategy	Related documents	The Plan also needs recognise the critical role of the LHA in respect of its statutory functions: 1. to advise on, process and legally determine proposed changes to the highway and rights of way network; and 2. to be responsible for the ongoing maintenance and asset management of the new and improved rights of way, cycle tracks and other highways that will result from the CPCA LTP that will have to be incorporated into the existing network.	agreed. Add a more general paragrpah on roles and responsibilities In introduction

267	Chapter 2: Our strategy	Highways	•Encouraging HGVs to use the advisory route network. •Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals. •Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail. •Supporting the formation of Quality Partnerships between interested parties. •Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns. •Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations. •Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations. •Investigate and promote 'last mile' delivery, especially in urban areas, including the use of last mile delivery/logistics hubs	LTCP to improve section on freight and HGV, including referencing CCC HGV policy document.
268	Chapter 2: Our strategy	Wider policy areas	There is little reference to flood risk despite large areas in Cambridgeshire being susceptible to flooding.	Add something within environment section of main LTCP a specific idea to reduce flood risk through transport?
269	Chapter 1	Micromobility	•Reflection on E-scooters as an emerging transport mode with the ability to replace short car journeys to a more sustainable micro mobility mode of transport. •To recognise more firmly the role of E0bikes in allowing journeys by bicycle to be longer than previously considered viable and the provision on the highways network that may need to be carved out for their safe use.	Noted. CPCA supporting e-scooter and e-bike trials locally. Awaiting government guidance on legality of wider role put. LTCP will have micromobility policy that covers these issues.
270	Chapter 1	Vision	Economic growth should not be included in vision as this is not necessarily a good measure or driver of well being. Should seek social justice instead	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
271	Chapter 1	Highways	Investing in road infrstructure (A47, A428 etc) actively works against the stated aims of the strategy. It is contradictory and uneconomic to continue to increase road capacity while working to reducing car use.They also have huge environmental disbenefits.	Noted. The LTCP has a stated hierachy of modes and makes it clear that alternatives to road building and the private car will be considered first
272	Chapter 1	Highways	Only road investment should be repairs and safety interventions	Point of view noted.
273	Chapter 1	Vision	Spreading growth is not the best way to solve inequality. Already issues with water supply, prior to the growth proposed.	Point of view noted.
274	Chapter 2: Our strategy	Climate	Growth causes inequality. It drives up house prices, reducesgreen space, impacts on biodiversity and green space. Instead, policies should focus on allowing people to prosper without spreading cabon footprint.	Point of view noted.
275	Chapter 1	Connectivity	One of the aims listed under 'Connectivity' is supporting the growth strategies set out in Local Plans. This aim is strongly at odds with elements of the LTCP vision and objectives (particularly those relating to climate and environment) and we do not think this should be an aim of the LTCP	Noted. The LTCP is developed alongside the various Local Plans, which are subject to their own laws and requirements. It is not for the LTCP to state what grwoth should or should not happen.
276	Chapter 1	Connectivity	Welcome the focus on providing good internet connectivity to all to tackle inequality. It would be useful to elaborate on how this provision of digital infrastructure will be supported by other initiatives such as the free Connecting Cambridgeshire to ensure that it genuinely addresses digital exclusion (e.g. helping people with broadband charges, supporting adult IT literacy	Noted. Digital policy proposed to follow
277	Chapter 2: Our strategy	Environment	The wording on the natural environment is extremely weak. Need a firm commitment to protecting existing green space, with full environmental impact assessments before going ahead with potentially damaging projects. Any loss of the Green Belt must be properly compensated by new Green Belt land replacement.	Comment noted. Agree that more work is needed on this topic and strengthening of the text to take place in due course.
278	Chapter 2: Our strategy	Environment	The strategy would be greatly strengthened by more explicit references to the need to reduce overall car use and how this would contribute to the aims and objectives	This is quite explicit in the LTCP already, reflected by 15% reduction target
279	Chapter 2: Our strategy	Shared Mobility	A way to help people move away from private car ownership would be active promotion of car sharing schemes and car clubs	Agreed. This is covered in the LTCP, but can bring this out more as part of main strategy
280	Chapter 2: Our strategy	Climate	Welcome the reference to the Cambridgeshire and Peterborough Independent Commission on Climate recommendation for a 15% cut in car mileage, but call on the Combined Authority to commit to an even more ambitious goal. The reduction in mileage should be an explicit objective of the strategy	WSP work to cover carbon and 15%
281	Chapter 1	Objectives	We agree with the listed 'key transport challenges' and strongly welcome the recognition that further planned growth will exacerbate all of these	Noted
282	Chapter 2: Our strategy	Highways	Oppose the Cambourne-Cambridge and Waterbeach-Cambridge busways. Smarter Cambridge Transport have comprehensively demonstrated that investing in existing active and public transport infrastructure would achieve far more to reduce car use, at far less financial and environmental cost	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
283	Chapter 3: Greater Cambridge	Related documents	Welcome and support the focus on cutting car use through improving public and active transport but would like to see an equal focus on Travel Demand Management measures (such as congestion charging) in the plan	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
284	Chapter 3: Greater Cambridge	Specific scheme	We support in principle the Greater Cambridge Partnership (GCP) proposals to fund improvements to public transport through a fair and transparent charging mechanism. We favour a Workplace Parking Levy in the immediate term and would support a congestion or pollution charge if properly researched.	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
285	Chapter 3: Greater Cambridge	Bus	It is not clear what is meant by "capacity enhancements to Park and Ride" or "additional Travel Hub spaces". We would strongly oppose any increase in car parking space provision, if that is what is meant. We support Travel Hubs in the sense of Smarter Cambridge Transport's description of locations	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
286	Chapter 1	Vision	•FDC would like to see the LTCP vision acknowledge that the private car will be needed in rural areas for some time to come as the current vision indicates that investment in a connected transport system could take some time to be implemented therefore reliance on the car is inevitable until transformation is achieved. •Significant and ongoing revenue funding to support bus services/community transport •Delivery of the Ely Area Capacity Enhancements on the railway to facilitate more passenger services stopping at the railway stations in Fenland.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
287	Chapter 3: Fenland	Rail	•We would like to see the LTCP also recognise the need to provide access to other key destinations such as education facilities and hospitals within the 30-minute period. •We would also like to see a commitment in the LTCP to recognise (and lobby for) improvements to rail services to allow trains via March, Whittlesey and Manea to stop directly at North Cambridge Station to cut journey times to this important employment hub •It is now essential that future economic growth is supported through this LTCP with the delivery of new infrastructure across all modes to support economic growth •The continued development of the Wisbech Access Strategy (medium- and long-term schemes) along with proposals for the A47 is also essential	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.

288	Chapter 3: Fenland	Bus	•Improved public transport and especially bus services are an essential part of addressing inequality in Fenland. A new approach for public transport is essential for Fenland. •The draft LTCP has a strong focus on transporting people between towns and cities; however, the needs of older people may not be to travel between towns and cities but to travel within them. We would like to see a much stronger focus on addressing the rural transport needs of the region. Clear, precise, and costed proposals that can deliver real transformation.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
289	Chapter 2: Our strategy	Targets and Indicators	•The LTCP needs to facilitate improved air quality monitoring relating to transport so that effects can be better understood. Transport interventions to provide cleaner air can then be identified and implemented with more certainty	Air Quality plays a big part of this LTCP. It is a key issue, espcecially with regards transport. No change required.
290	Chapter 2: Our strategy	Goals	•The type of transformation required in Fenland to deliver a transport network for the future is going to be very significant. There are concerns about the cost and the time required to achieve such change. In the time between now and then a strong reliance on the car is likely. FDC wants to see such challenges, impacts and phasing of an approach better acknowledged within the LTCP. •Acknowledgement of transport poverty in Fenland needs to be addressed, this could be even more prohibitive with the cost of alternative more environmentally friendly alternatives.	Noted. Our strategy section and 15% targets section to acknowledge different pace of acheiving goals for certain areas.
291	Chapter 2: Our strategy	Active Travel	•An aspiration and commitment in the LTCP to support funding for all school pupils in the CPCA area to ensure all have passed their Bikeability test before leaving school.	Noted. Active Travel strategy will focus on improving take up of AT modes.
292	Chapter 3: Fenland	Bus	•It is of fundamental importance for Fenland that proposals to better integrate and improve bus services are taken forward. This should be alongside district wide proposals for cycling and walking improvements, the introduction of rural travel hubs and improved community transport. Whilst references are made to such matters there is currently no specific detail. FDC is keen to support such proposals and work with the CPCA to ensure successful delivery of these projects in Fenland •The Fenland Chapter must make reference to and deliver the Whittlesea multi modal access strategy. A robust and evidence-based project like those already underway for March and Wisbech, is needed to ensure that congestion and other transport matters in Whittlesey are addressed. •Consideration to the Whittlesey bypass	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
293	Chapter 1	Targets and Indicators	Use of smart targets for the objectives would aid in monitoring progress towards achieving the LTCP's aims and allow development of more specific targeted actions and interventions to support its delivery	Monitoring section of the plan, including indicators, being worked on to make these more SMART.
294	Chapter 1	Climate	Net zero should be brought forward to 2040	Comment noted. WSP work will inform strengthening of text around this.
295	Chapter 3: Hunts	Structure and formatting	The Huntingdonshire section of the strategy would be more accessible if it were more clearly structured relating regional or town specific elements. Where statistics are used, the addition of references to data sources is essential.	Local section to be reworked, adding in more sub headings and bringing out key focus areas. Agree re. data sources.
296	Chapter 3: Hunts	Evidence	The local area strategy would be improved by including more specific details on how projects will be funded	Local Strategy - section to be added in the 'our strategy' chapter to clarify exactly what LTCP Local Strategies will cover, inc. funding etc.
297	Chapter 2: Our strategy	Structure and formatting	Clarity of the LTCP's messages would be improved by rationalisation of the strategy elements and inclusion of more specific evidence, detailed intentions and realistic aspirations being set out in a phased manner identifying how elements of the strategy will be delivered	On Delivery - the delivery plan is intended to do this. This is to follow the LTCP
298	Chapter 2: Our strategy	Structure and formatting	Structure of our strategy section is not well ordered and hard to follow	Noted. Our strategy section to be addressed and reworked.
299	Chapter 3: Hunts	Connectivity	Insufficient attention to rural areas and villages.	Noted. Local section to be updated to include more sub headings to bring out key focus areas, including rural areas
300	Chapter 3: Hunts	Active Travel	Needs more firm commitment to the role of active travel for rural areas.	Noted. Local section to be updated to include more sub headings to bring out key focus areas, inc. active travel and rural areas
301	Chapter 3: Hunts	Evidence	Amend population in text to 180,800	Noted. Agreed, simple addition.
302	Chapter 3: Hunts	Specific scheme	Need to really affirm the importance of the A141 for Hunts growth aspirations. Need LTCP to be clear on funding certainty.	Additional text to be added in the local section around importance of the A141 improvements for growth. As for funding, the CPCA is clear that the A141 is funded to OBC and is committed to delivering the project however funding beyond OBC is not yet confirmed.
303	Chapter 3: Hunts	Related documents	Need to signpost clearly to key supporting/linked docs like the Hunts Local Plan.	Noted and agreed. Simple addition
304	Chapter 3: Hunts	Structure and formatting	Reference District Council being a CIL charging authority.	Noted and agreed. Simple addition
305	Chapter 4: Policies	Policies	Absence of polices from consultation makes it hard to respond - what weighting is attached to them? Need to define what you mean by policy	Noted. Any new policies will be consulted upon as part of child docs to follow.. Make clear in policy chapter
306	Chapter 1	Vision	The proposed vision is jumbled. It needs to be crystal clear.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
307	Chapter 1	Vision	Suggested new wording for a vision	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
308	Chapter 1	Objectives	The top-level goals proposed in the draft LTCP are not actually goals, but rather general objectives that flow from the vision	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
309	Chapter 1	Productivity	What does "making [people] more efficient" mean? Employers and people do not share the same goals, needs, motivations or risks	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
310	Chapter 1	Vision	The sense of this would be clearer if it were expressed in the context of Triple Access Planning	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.

311	Chapter 1	Goals	Should climate not be the number one goal? No other goal is a response to a declared "emergency"	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
312	Chapter 1	Climate	2050 is far beyond the life of this plan. Achieving decarbonisation milestones is far more important at this point in time than achieving net zero in 2050. The UK's statutory and international commitments are to reduce emissions relative to 1990 levels by: ♦ 68% by 2030 and ♦ 78% by 2035. Relative to 2019 levels, those commitments equate to: ♦ 43% by 2030 (i.e. within 8 years and the scope of this LTCP) and ♦ 61% by 2035	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
313	Chapter 1	Climate	LTCP should follow International Panel on CC by aiming to halve emissions by 2030	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
314	Chapter 1	Climate	policies to respond to climate change should be framed in terms of a finite carbon budget that is drawn down each year. A budget should be allocated to surface transport in the CPCA region, and should cover both embodied and operational carbon emissions	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
315	Chapter 1	Climate	The term 'baseline' in the third CPICC goal needs to be defined. The year chosen should be no later than 2019.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
316	Chapter 1	Vision	How does a "well-planned and good quality transport network" protect and improve green spaces and nature?	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
317	Chapter 1	Climate	There is no mention of air pollution or mental health. How does a transport plan deliver "stronger, fairer, more resilient communities"? This requires the joint effort of the planning authority, transport authorities, central government, landowners, developers, urban and transport planners, housebuilders and other stakeholders. Including 'wellbeing' in the title would better communicate the breadth of ambition here.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. Air quality already included within the LTCP. Can add some wording in public health section to include importance of mental health.
318	Chapter 1	Goals	It is an unrealistic goal to "prevent all harm". Setting an achievable target is more likely to lead to an effective plan	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
319	Chapter 1	Objectives	How does making climate and the environment two separate objectives give them "greater focus", as suggested in the consultation narrative? Surely it is the effectiveness and urgency of the policies that will focus people's attention and ensure meaningful action?	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
320	Chapter 1	Objectives	3 more suggested: Personal Prosperity; Wellbeing of Futre Generations; and Economy	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
321	Chapter 1	Objectives	What are currently termed 'objectives' would therefore be better termed 'policy themes'	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
322	Chapter 1	Goals	Support for "new housing and development" needs to be qualified. The location, design and promotion of new housing must be consistent with the Key Goals	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
323	Chapter 1	Active Travel	Connect … sustainably" should be expressed unambiguously as "Connect … by convenient public transport and safe active travel routes, so that …".	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
324	Chapter 1	Bus	"connected sustainably" should be expressed unambiguously as "well connected by convenient public transport and safe active travel routes"	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
325	Chapter 1	Active Travel	What does "resilient and adaptive" actually look like? There is a risk that this will justify creating additional capacity and connections in the road network at the cost of investing in active travel and public transport	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
326	Chapter 1	Climate	What are "good practice standards"? There are legal standards and there are WHO guidelines. The plan must meet legal standards, and should aim to meet WHO Global Air Quality Guidelines, but over what period of time?	Noted. Agreed change wording to 'the required legal standards'
327	Chapter 1	Environment	This simply reiterates in different words the Environment key goal. It is entirely unclear how transport infrastructure or services "protect and enhance" the environment. Not building transport infrastructure will protect nature, but that is not being proposed.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
328	Chapter 1	Climate	This also reiterates the Climate key goal. What is the objective during the life of this plan? How will it be achieved?	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
329	Chapter 1	Targets and Indicators	The LTCP contains no goals that are SMART. Numerous suggestions for SMARTgoal examples made	Tie in to updated monitoring section - the monitoring section and associated targets and indicators to be SMART - goals and objectives are longer term aspirations (how delivered and monitored within the updated monitoring section)
330	Chapter 2: Our strategy	Shared Mobility	The only effective interventions are: Better public transport; More cycling and walking paths and lanes; and Shared e-bike scheme	Noted. No change.
331	Chapter 2: Our strategy	EV and alternate fuels	There are no other interventions proposed to support references in the draft plan to better alternatives to using the car, electric vehicles, zero emission transport, alternative fuels, reduced congestion, doubling nature, improving public health and good internet connectivity.	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSIP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
332	Chapter 2: Our strategy	Bus	The "better public transport" will be delivered by reforming bus services, but work on how best to achieve this is "ongoing". So, there are no specific proposals, nor even specific strategies	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSIP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
333	Chapter 2: Our strategy	Shared Mobility	The suggestion of using shared e-bikes to move between one's home and a local bus stop is impractical, inefficient and unlikely to be affordable at scale	No change required. E-bike trials and provision tends to come from private operator or will be funded and tested prior to take up. Probably more appropriate in some locations than others, granted.

334	Chapter 1	Highways	The draft plan introduces the concept of "travel demand management" (TDM), but explicitly states that "No specific TDM schemes are in the draft LTCP	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSIP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
335	Chapter 1	Goals	Target of reducing car miles driven by 15%, as recommended by the CPICC is only "supported" by this plan. It is not actually a target. Development of TDM needs to start now due to the years it takes to implement.	Noted. The LTCP is clear that it supports the 15% target and is working with partners in order to achieve this
336	General	Partnership	A new social contract has to be struck now in order to achieve the scale of change required. CPCA need to lead on this	Noted.
337	Chapter 2: Our strategy	Evidence	Policies also create strategic justification for projects, business cases and funding	Noted.
338	Chapter 2: Our strategy	Related documents	Policies underpin planning requirements in development management	Noted.
339	Chapter 2: Our strategy	Objectives	Policies are therefore most important part of the LTCP	Noted.
340	Chapter 2: Our strategy	Objectives	The draft plan contains no specific policies, just some policy themes. As such, it is not yet an LTP within the meaning of the Local Transport Act 2000 - 108 (1)	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
341	General	Policies	This therefore means that the draft LTCP is not ready for public consultation, and a further full public consultation on the policies will be required before the LTCP may be adopted. Two good references for policies to include in the Cambridgeshire and Peterborough LTCP are the draft Oxfordshire LTCP (January 2022) and the Hertfordshire Local Transport Plan, adopted in 2018	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
342	Chapter 2: Our strategy	Demand management	The draft LTCP remains entirely noncommittal on travel demand management. The caveats set out on LTCP pages 43–44 constitute a failsafe recipe for inaction	Travel demand management measures will be assessed and considered on a local basis, as per what is appropriate. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
343	Chapter 1	Bus	Shifting incentives from driving to active travel, public and shared transport must be a central objective of the Plan to achieve reductions in carbon emissions, air pollution, deaths and injuries in urban areas, and delays to buses	Noted.
344	Chapter 2: Our strategy	Evidence	Numerous suggestions for how TDM can be achieved/complimented made	Noted
345	Chapter 3: Greater Cambridge	Related documents	Attempting to introduce a congestion charge in Cambridge (or Peterborough) is politically and practically risky. It may be wiser to wait until the government introduces a national road user charge to replace fuel duty, and ensure that local authorities are able to apply and receive a local premium to fund local public transport. This approach avoids the local authority having to cover the capital investment, and costs of administering and enforcing charge collection. In the meantime, other demand management tools can be applied gradually to reduce traffic and increase revenues to the local authorities to invest in local public transport	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com).
346	Chapter 3: Greater Cambridge	Specific scheme	Within the Greater Cambridge region, the draft LTCP defers unquestioningly to the Greater Cambridge Partnership (GCP) programme plus East West Rail, Cambridge South station, relocating Waterbeach station, the A428 upgrade west of Cambourne, and the A10 upgrade north of Cambridge. These are often outdated ideas.	The CPCA does not operate in isolation and the LTCP needs to reflect the reality of other plans and schemes that are being delivered by other bodies in the area. No change to plan.
347	Chapter 3: Greater Cambridge	Highways	The A10 upgrade retains an aspiration to increase road capacity, but this is now couched in the vaguest possible language: "investment to improve journey time reliability for drivers and freight movements	Comment noted. No change to plan
348	Chapter 3: Greater Cambridge	Vision	Ideas lack vision for Greater Cambridge.	The GCP's Making Connections consultation makes a once-in-a-generation package of measures to develop a comprehensive bus network and tackle congestion in the city through a congestion charge and overhauling bus services and fares. Further detail can be found at https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
349	Chapter 3: Greater Cambridge	Suggested scheme	Numerous suggestions for interventions in Greater Cambridge are made.	N/A
350	Chapter 3: Greater Cambridge	Suggested scheme	Re-route buses through Cambridge to create capacity for more buses whilst creating a more people-friendly space in the city centre (more detail on Smarter Cambridge Transport Website)	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
351	Chapter 3: Greater Cambridge	Suggested scheme	Flat-rate single fares to use any local (all stops) services, with free interchanging, irrespective of bus operator	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
352	Chapter 3: Greater Cambridge	Suggested scheme	50% discount on all rail and bus services within Cambridgeshire and Peterborough for all residents aged under 18, job-seeking or registered disabled	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
353	Chapter 3: Greater Cambridge	Suggested scheme	24-hour helpline to arrange free transport (by DRT bus or taxi) if a bus service is cancelled or delayed for more than an hour, and the next service is not due for over an hour.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
354	Chapter 3: Greater Cambridge	Suggested scheme	Express (inter-urban, limited-stop) bus services available between all towns and large villages in the region, running every day and at least every 20 minutes between 7am and 7pm.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

355	Chapter 3: Greater Cambridge	Suggested scheme	Simple, zone-based fare system for all express bus and rail services in the region, with free interchanges between bus and rail, and between different bus operators	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
356	Chapter 3: Greater Cambridge	Suggested scheme	Travel hubs (bus stations plus other locally appropriate amenities) in every large village, served by rail and/or express bus services to Cambridge, nearby railway stations, and other major destinations	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
357	Chapter 3: Greater Cambridge	Suggested scheme	Rapid transit system (e.g. light rail) linking key locations in Cambridge: city centre, Cambridge station, Biomedical Campus, railway stations, bus stations, coach station, visitor transfer hub(s).	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
358	Chapter 3: Greater Cambridge	Suggested scheme	A regional travel hub at the Girton Interchange, with a coach station, visitor parking, an exhibition hall and a rapid transit link into the city	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
359	Chapter 3: Greater Cambridge	Suggested scheme	A reinstated heavy railway and/or a light railway between Haverhill and Cambridge via Stapleford and/or Audley End via Saffron Walden	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
360	Chapter 3: Greater Cambridge	Suggested scheme	Rolling programme of bus stop upgrades to include shelters, lighting, secure cycle parking, real-time information displays and free WiFi	Noted. The BSIP and the local strategies will cover these issues. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
361	Chapter 3: Greater Cambridge	Suggested scheme	Ten-year plan to build a dense network of protected cycle tracks/lanes between all towns, villages and major destinations, including railway stations, schools, shops, business parks, sports grounds, leisure/cultural venues	Noted. The Active Travel strategy and the LCWIP are dealing with cycle scheme proposals. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
362	Chapter 3: Greater Cambridge	Suggested scheme	Rolling programme to upgrade all existing cycle tracks/lanes to be upgraded to comply with Local Transport Note 1/20, making them safe for people of all ages to use, riding all types of cycles, e-scooters and mobility scooters	Noted. The Active Travel strategy and the LCWIP are dealing with cycle scheme proposals. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
363	Chapter 3: Greater Cambridge	Suggested scheme	Regional freight distribution and consolidation centre at the Girton Interchange	Noted. Agreed that freight and HGV issues need addressing further in LTCP. Section in our strategy to be improved and brought out more clearly. With regards to individual suggestions, these will need to be made on a local, case by case basis. CCC, as highway authority, also has a HGV policy which needs to be adhered to: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/heavy-or-abnormal-loads-on-the-highway/heavy-goods-vehicle-hgv-policy
364	Chapter 3: Greater Cambridge	Suggested scheme	A hierarchy of freight distribution and consolidation centres throughout the region with high-capacity EV charging infrastructure, rented out to logistics companies	Noted. Agreed that freight and HGV issues need addressing further in LTCP. Section in our strategy to be improved and brought out more clearly. With regards to individual suggestions, these will need to be made on a local, case by case basis. CCC, as highway authority, also has a HGV policy which needs to be adhered to: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/heavy-or-abnormal-loads-on-the-highway/heavy-goods-vehicle-hgv-policy
365	Chapter 3: Greater Cambridge	Suggested scheme	All developments to provide secure cycle parking for residents at a ratio of one per resident	Noted. Predominantly a Local Plan issue.
366	Chapter 3: Greater Cambridge	Suggested scheme	All dwellings likely to be occupied by a family or disabled person to have access to a secure space to park a cargo, adapted or trailer cycle, or a mobility scooter	Noted. Predominantly a Local Plan issue.
367	Chapter 3: Greater Cambridge	Suggested scheme	All cycle parking to be accessible on the level or via gently sloped ramps	Noted. Local plans should have cycle parking standards for new developments.
368	Chapter 3: Greater Cambridge	Suggested scheme	All planning applications for 50 or more dwellings to include a travel plan and Section 106 funding for measures to maximise sustainable travel choices by residents from first occupation, e.g. personalised travel planning, free travel cards, discounts on public transport, free membership of a club car, et al	Noted. The NPPF currently states that a full TP is only required for developments of 250+ dwellings, this policy is set at a national level and could not be changed by the LTCP.
369	Chapter 3: Greater Cambridge	Suggested scheme	All planning applications for more than 500 sq.m of office space to include a travel plan and Section 106 funding for measures to maximise sustainable travel choices by workers from first occupation, e.g. personalised travel planning, free travel cards, discounts on public transport, pool or club EV car for business travel, enrolment to a lift-sharing scheme, et al	Noted. The NPPF currently states travel plan requirement thresholds for floor space, this policy is set at a national level and could not be changed by the LTCP.
370	Chapter 3: Greater Cambridge	Suggested scheme	All planning applications for schools to include a travel plan and Section 106 funding for measures to maximise sustainable travel choices by pupils from first occupation, e.g. personalised travel planning, walking bus, additional school-time bus services, et al.	Noted. NPPF already requires schools top have travel plans.
371	Chapter 3: Greater Cambridge	Suggested scheme	All active travel routes and connections in a development to be delivered before first occupation, and remain open throughout build-out. Controlled crossings for construction traffic and short temporary diversions will be acceptable	Noted. Predominantly a Local Plan issue.
372	Chapter 3: Greater Cambridge	Suggested scheme	All developments to provide at least one EV club car parking bay, with at least an 11KW chargepoint, per 100 dwellings, rounded to the nearest 100 (i.e. 51 to 149 dwellings rounds to 100)	Noted. Predominantly a Local Plan issue. T
373	Chapter 3: Greater Cambridge	Suggested scheme	All developments to include loading/delivery bays, distributed so that every dwelling entrance is no more than a 50-metre walk from a loading bay	Noted. Predominantly a Local Plan issue.

374	Chapter 3: Greater Cambridge	Suggested scheme	Planning authorities will be expected to adopt Supplementary Planning Documents referencing the Local Transport Plan standards as superseding existing local planning standards where these are lower	Noted. Local standards will be a planning issue. All SPD's and Local Plans will be worled up in conjunction with the LTCP policy direction, but it will be for local plans and their supporting documents to set local standards appropriate to their area.
375	Chapter 3: Greater Cambridge	Suggested scheme	Weight limits on freight vehicles in every city and town centre, requiring logistics operators to use smaller vehicles for last-mile deliveries and first-mile collections, operating from local freight distribution and consolidation centres	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
376	Chapter 3: Greater Cambridge	Suggested scheme	Zero emission zones in every city and town centre	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
377	Chapter 3: Greater Cambridge	Suggested scheme	Rapid phase-in of ultra-low- and zero-emission taxis (hackney and private hire) licensed anywhere in the region	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
378	Chapter 3: Greater Cambridge	Suggested scheme	Workplace Parking Levies in every town, with net revenue directly funding local public transport services	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
379	Chapter 3: Greater Cambridge	Suggested scheme	Charging or 20-minute wait-limits for all car parking in towns and large villages, with net revenue directly funding local public transport services	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
380	Chapter 3: Greater Cambridge	Suggested scheme	Civil enforcement of all parking and yellow line infractions	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
381	Chapter 3: Greater Cambridge	Suggested scheme	Gradual reduction each year in the number of public car parking spaces available in every ward. Which spaces and how they should be re-purposed (e.g. to a delivery bay, demand-responsive bus service stop, club car parking, cycle parking, a bench, a tree, planting, bin storage, etc) to be nominated by ward councillors in consultation with their residents	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
382	Chapter 3: Greater Cambridge	Suggested scheme	Phased repurposing of multi-storey car parks, e.g. for cycle parking, residents' car storage, urban farms, rooftop dining, skateparks, energy storage, flood protection cisterns, et al.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
383	Chapter 3: Greater Cambridge	Suggested scheme	Gradual roll-out of electric club cars to every town and large village, in residential areas and at railway stations	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
384	Chapter 3: Greater Cambridge	Suggested scheme	Rentable bikes/e-bikes/e-scooters available at every railway station and bus station	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
385	Chapter 3: Greater Cambridge	Suggested scheme	Rolling programme of personalised travel planning, with delivery teams focusing on areas where there has been a recent improvement to public transport or provision for active travel.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
386	Chapter 3: Greater Cambridge	Suggested scheme	Bikeability training provided free to all Year 6 pupils at all schools, including private, in Cambridgeshire and Peterborough	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
387	Chapter 3: Greater Cambridge	Suggested scheme	Free Bikeability training and e-bike testing available to all residents at any age	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
388	Chapter 3: Greater Cambridge	Suggested scheme	Workplace Parking levy discounts available to organisations that set and achieve targets for modal shift	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

389	Chapter 1	Evidence	There is no mention of induced demand in the draft LTCP, yet it is fundamental to a full understanding of transport demand and how it can be met sustainably, and without limiting people's economic opportunities or businesses' productivity	Noted.
390	Chapter 2: Our strategy	Climate	Investment in road capacity undermines investment in active travel, public transport, shared transport and digital connectivity. It increases car dependency, discriminating against those who cannot drive or cannot afford to own a car. And it increases carbon emissions, air pollution and ecological damage.	Noted. LTCP has a hiercachy of modes with car/road building below more sustainable modes, but must also recognise that in some cases road capacity improvements or safety interventions are still required, Where this is the case, providing for more sustainable modes alongside these is prioritised,
391	Chapter 1	Vision	Strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. Suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
392	Chapter 2: Our strategy	Evidence	Suggest that consideration of impacts may be more nuanced than currently presented. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge car traffic is now at pre-pandemic levels.	Noted. will add a section early on our strategy section talking about Covid-19 imapcts
393	Chapter 2: Our strategy	Goals	Support the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region.	Support noted.
394	Chapter 3: Greater Cambridge	Specific scheme	Supportive of all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support the inclusion of forthcoming proposals following the GCP Making Connections consultation.	Support noted. No change to plan needed.
395	Chapter 3: Greater Cambridge	Related documents	Strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP. Within this, we also strongly welcome the support for policy measures such as trip budgets where considered appropriate.	Support noted. No change to plan needed.
396	Chapter 3: Greater Cambridge	Bus	Welcome the proposals to transform the Greater Cambridge bus network, but strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support this.	Comment noted. Agree that reference should be made to need for bus depot provision in appropriate place tba.
397	Chapter 1	EV and alternate fuels	Suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area. Strong links must be made between the deliverables of the LTCP and work to develop a Local Area Energy Plan for Cambridgeshire, which will need to consider electrification of transport and the additional grid infrastructure requirements to support this.	Comment noted. Add wording on this in an appropriate place and ensure link to Local Area Energy Plan for Cambridgeshire is included.
398	Chapter 2: Our strategy	Objectives	We note that the policies are structured by the objectives, but the performance framework is structured to measure delivery of the goals. We support the intention of these various elements but suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.	Noted. Our strategy section to be revisited and re-strucutred where appropriate
399	Chapter 2: Our strategy	Objectives	Note that the National Industrial Strategy referred to here no longer exists. This has been transitioned to the UK's 'Plan for Growth'. We note England's Economic Heartland's Regional Transport Strategy, and suggest that this LTCP section references that document.	Noted. amend as appropriate
400	Chapter 1	Vision	Support the content of the proposed vision which encompasses a broader range of issues than the adopted LTP. On specific wording points, we would suggest that the phrasing regarding the natural environment is amended to read "protect and enhance our environment", noting Cambridgeshire and Peterborough's doubling nature ambition, and Greater Cambridge's 20% Biodiversity Net Gain aims. We would also suggest removing "very" from the phrase "very rural areas" so as to encompass the full range of locations including better connected rural areas.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
401	Chapter 1	Goals	Support all the goals referenced. Under productivity or connectivity we would suggest that reference should be made to modal shift and potentially also to reducing congestion as key priorities for the LTCP. Under health, we would suggest adding reference to active travel.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
402	Chapter 1	Objectives	Support the comprehensive objectives including the addition of digital connectivity. We'd suggest that there is an opportunity to quantify the natural environment objective, potentially via referencing the doubling nature ambition in a similar way to the climate objective referring to net zero emissions by 2050.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
403	Chapter 1	Evidence	We support recognition of the key social, environmental and economic issues raised by the LTCP's evidence base.	Support noted
404	Chapter 1	Freight	Support this guiding principle, especially use of trip budgets and focus on freight.	Support noted
405	Chapter 1	Bus	Support the aspirations of the Bus Service Improvement Plan. We would highlight that the location of bus depots and layover facilities are important for productivity.	Noted and agreed. To be added in our strategy section
406	Chapter 1	Connectivity	Support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities. We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.	Noted. Each local section to get a section focussing on rural issues with PT and AT
407	Chapter 1	Health	We support the content on health. We would note that additional reference could be made to: •initiatives for adults to bring them back to cycling as well as encourage their children •building greater links with schools to promote benefits to pupils of walking and cycling and forming healthy habits/behaviours early •the safety of walking routes, which needs to be addressed to encourage use by all users. •The Cambridgeshire and Peterborough Health and Wellbeing Strategy 2020-24, and the emerging Active Travel Strategy	Noted. References to key docs to be added
408	Chapter 2: Our strategy	Related documents	Support the approach to integrating spatial and transport planning and intention to prepare Transport Strategy for Cambridge and South Cambridgeshire.	Support noted
409	Chapter 2: Our strategy	Safety	Support content on safety.	Support noted
410	Chapter 2: Our strategy	Climate	Support: •The intention to consider embedded carbon within transport scheme assessment •the reference to the Cambridge City Council Air Quality Action Plan (AQAP) 2018-23, which will be reviewed in 2022/23. A reference to compliance with future AQAP should be included in the final LTCP. We welcome the LTCP's support for the key actions identified in the AQAP.	Support noted
411	Chapter 2: Our strategy	Connectivity	Following current content regarding the Intelligent City Platform, we would ask that the following wording as added: "In addition the Smart Cambridge programme has been using real time public transport data to provide clear information for travellers across the County through both an app-based interface and travel screens, helping to provide real time information to travellers and local authorities about the functioning of the transport network".	Noted. Agreed.

412	Chapter 2: Our strategy	Environment	We support the aims set out. As per our comments elsewhere, we would suggest that the LTCP could be more specific in its ambition for the natural environment, potentially adopting the Greater Cambridge ambition such that transport schemes would seek to deliver 20% Biodiversity Net Gain.	Further work needed on biodiversity net gain and this will be integrated into the narrative of the LTCP - examples of the biodiversity and sustainability elsewhere circualted - need to update the LTCP to align (policies remain as previous, but the strategy piece to be updated)
413	Chapter 2: Our strategy	Active Travel	Support the focus on active travel. We would suggest this principle needs to acknowledge the importance of considering all users, including those who may struggle with walking.	Support noted
414	Chapter 2: Our strategy	Evidence	Strongly support the application of travel demand management tools in appropriate locations	Support noted
415	Chapter 2: Our strategy	Evidence	Support assessing transport schemes against a wide range of indicators going beyond GVA to encompass environmental and social priorities. Equally, to ensure delivery against LTCP ambitions, as per our comments on the introductory section we suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.	Noted. Our Strategy section to be revisited.
416	Chapter 2: Our strategy	Micromobility	Note that no reference is made within the user hierarchy to e-scooters, and suggest that the LTCP needs to be flexible and forward looking to account for emerging transport modes of travel, including within the user hierarchy.	Noted. Awaiting government guidance
417	Chapter 3: East Cambs	Highways	Support the intention to address A10 capacity issues and provision of a new Park and Ride at Waterbeach, which are requirements to support full development at Waterbeach New Town.	Support noted
418	Chapter 3: East Cambs	Rail	EACE provides only limited additional future rail capacity. Ongoing engagement with Network Rail and local partners is required to ensure that there is sufficient rail capacity to cater for all planned growth to 2040 and beyond, including accounting for the increasing proportion of journeys being taken by rail. Also included in our response to the EACE consultation, we also note the pressing need to address exclusion of the community severed by the Chesterton Fen Road crossing caused by the existing and forecast increases in barrier down time.	Noted. Issue of future demand and train paths above and beyond outstanding commitments will be picked up more generally in the plan as a concern in other locations along the line (eg Fen Rd).
419	Chapter 3: Greater Cambridge	Environment	We'd suggest that the text on page 68 could be clarified to note that the environmental and social impact of journeys being made by private vehicle are current and not solely related to future planned growth, as is expressed later in the same paragraph. In relation to air pollution we would note the negative impacts of particulate matter from transport within Cambridge, in addition to the impacts of nitrogen dioxide (NO2) already noted.	Noted, agreed. Make change.
420	Chapter 1	EV and alternate fuels	Recognise the transport challenges identified. We'd note the additional challenges not mentioned in this section of: •Meeting the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution and environmental impacts. •The Government's drive towards phasing out petrol and diesel vehicles, which will see a shift to electric vehicles. Electrical grid distribution and connection, already a key challenge within Greater Cambridge as explored by GCP, will need to be enhanced to support this shift together with jobs and housing growth. In addition, public charging infrastructure needs to keep pace and will need to accommodate a wider range of vehicles including mobility scooters, electric cycles and electrification of the bus fleet. Poorly located and designed e-charging infrastructure could cause conflicts, for example with pedestrian and cyclist routes.	Noted. Updated freight section to cover delivery services and agree that grid capacity/distribution is an issue that needs mentioning in LTCP.
421	Chapter 3: Greater Cambridge	Related documents	Supportive of all the content included in this section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support: •the inclusion of forthcoming proposals following the GCP Making Connections consultation that seek to improve public transport and air quality and reduce congestion and pollution in Cambridge. Delivery of these proposals is expected to achieve the modal shift required to address existing issues and support development identified in the adopted plans and emerging local plan. •The 'decide and provide' policy approach, as per our comments on the Productivity guiding principle.	Support noted
422	Chapter 3: Greater Cambridge	Bus	Strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support the proposed increases in bus services. The location of new depots and their potential impacts will require thorough consideration.	Agreed. Insert reference in text.
423	Chapter 2: Our strategy	EV and alternate fuels	Strongly suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area, as well as E-charging infrastructure to support the shift towards electric vehicles, as per our comments regarding transport challenges.	Agreed. wording to be added on this and alternative fuel and EV policy to follow
424	Chapter 2: Our strategy	EV and alternate fuels	Suggest making additional reference to meeting the growing demand for fast deliveries of goods and services, including first/last mile delivery, as per our comments regarding transport challenges	Noted. Section on freight to be added
425	Chapter 2: Our strategy	Shared Mobility	Suggest making greater reference to future mobility and Mobility as a Service (MaaS) to support the work being undertaken by Smart Cambridge on these topics, noting that MaaS could be transformative for many journeys, not just for first/last mile journeys as currently suggested by the draft LTCP.	Noted. Micromobility policy to follow
426	Chapter 2: Our strategy	Rail	Supportive of the work with public sector partners exploring potential enhancements to the railway east of Cambridge, but note the early stage of this work such that its scope and delivery is uncertain. As such we would recommend that the reference to this project is amended to read: "We shall continue to work with partners in the rail sector to explore options for upgrading the railway and services between Cambridge and locations to the east".	Noted.
427	Chapter 3: Greater Cambridge	Freight	Strongly supportive of the identification of transport schemes and policy approaches required to address existing and future transport challenges in Greater Cambridge. We would request the following changes to references to the identified schemes to ensure factual accuracy, and that the relative status and certainty of schemes is correctly referenced: oSchemes identified as required to support the adopted Cambridge and South Cambridgeshire Local Plans: •This list includes schemes that are coming forward but were not identified as required to support the adopted plans. We support reference to these schemes in the Greater Cambridge section, but request that the list of schemes identified as required to support the adopted plans is amended to include only the following schemes: oGreater Cambridge Partnership (GCP) schemes: Cambourne to Cambridge Cambridge South East Transport Study Cambridge South West Travel Hub Waterbeach to North East Cambridge Cambridge Eastern Access Phase A City Access GCP Cycle Schemes oWaterbeach station relocation oA10 (Waterbeach to Cambridge) highway improvements •Drawing on the above, we support reference in the LTCP Greater Cambridge section to the following schemes that are being developed but are not specifically required in the adopted plans, including: oFoxton Rural Travel Hub oA10 (Ely to Cambridge) highway improvements oA428 Black Cat to Caxton Gibbet oCambridge South Station •Our understanding is that there is no firm planned scheme to enhance M11 capacity, and as such would recommend deletion of this reference.	Noted and agreed. Amend text as per suggestion
428	Chapter 3: Greater Cambridge	Related documents	Strongly supportive of the identification of transport schemes and policy approaches required to address existing and future transport challenges in Greater Cambridge. We would request the following changes to references to the identified schemes to ensure factual accuracy, and that the relative status and certainty of schemes is correctly referenced: Schemes identified as required to support the emerging Greater Cambridge Local Plan (GCLP): •These schemes are identified in GCLP First Proposals transport evidence, but relate to draft allocations which could be subject to change. We suggest replacing this text with "Further potential transport schemes were identified as required to mitigate the transport impacts of draft allocations included in the 2021 Greater Cambridge Local Plan First Proposals consultation. The revised Transport Strategy for Cambridge and South Cambridgeshire child document to this LTCP will be prepared to support later stages of the GCLP. This will confirm the transport infrastructure and policies required to mitigate the proposed sites, once the development strategy is confirmed".	Noted and agreed. Amend text as per suggestion

429	Chapter 3: Greater Cambridge	Rail	oSchemes not currently referenced: •We'd suggest that GCP's Whittlesford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram •We'd suggest that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Catchment Capacity Area work and other related rail proposals.	Noted and agreed. Amend text as per suggestion
430	Chapter 3: Greater Cambridge	Related documents	Would welcome the opportunity to discuss the potential alignment of LTCP and GCP measures, and beyond that to share understanding and intelligence as the LTCP is rolled out so that we can evidence impact collectively.	Noted
431	Chapter 2: Our strategy	Rail	Note that Cambourne to Cambridge Public Transport Scheme is assessed in the HRA for the draft LTCP as a scheme that is new to the LTCP (ie not included in the LTP 2020). We note that this is incorrect: page 51 of the HRA accompanying the LTP 2020 identified Cambridge to Cambourne and St Neots.	Noted. Change
432	Chapter 1	Goals	Keen to see the plan expanded further – with a long term vision with steps supporting plans toward 2050.	Noted.
433	Chapter 1	Goals	There could be strengthening of the specificity of the goals described within the plan – each being clear about the deliverables which will address the sustainability agenda.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
434	Chapter 1	Goals	Given the climate emergency, the high level goal of net zero by 2050, is welcomed, however consider it needs to be further defined and developed.	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constitutent Councils
435	Chapter 1	Goals	CUH would also be pleased to see other areas considered, such as: - Green and blue infrastructure in delivering environmental resilience and social value. - Circular economy to reduce waste and enable efficient use of resources - Renewable energy generation and grid capacity investments to deliver decarbonisation of transport and the wider built environment. - Accessibility (time/distance) of services and facilities	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
436	Chapter 1	Evidence	Concerns as to how the proposed 15% reduction in miles driven is to be delivered in the short term and would challenge to ask if this target is sufficient.	Concern noted.
437	Chapter 2: Our strategy	Active Travel	The updated LTCP makes mention of increasing active travel and public transport, however the Trust would be keen to see targets made which are robust enough to deliver the step change required to realise a future transformative transport system.	Noted. Each area within the LTCP will have different specific targets/achievements. Probably not for the LTCP to state overall targets for each mode due to this
438	Chapter 2: Our strategy	Active Travel	Active travel in the region should continue to build on the investment we have seen in recent years. Cambridge and the surrounding area should be an exemplar cycling city, not just in the UK but globally. To achieve this we must continue to be ambitious and expand the existing high levels of cycling both within the city, supporting safer cross city cycling, and out across the rest of the county. Enabling safe cycling routes on roads and between villages and market towns which would further support multimodal journeys.	Noted. The Active Travel strategy and the LCWIP will look to promote active travel across the region.
439	Chapter 2: Our strategy	Active Travel	Consideration should also be made to the increased and growing usage of cargo cycles and other larger non-motorised transport.	Noted. Micromobility policy being developed.
440	Chapter 2: Our strategy	Micromobility	New micro mobility technologies are growing in popularity and offer the opportunity to significantly lengthen the distance many are willing to travel by bicycle. CUH is already seeing this uptake growing on campus, but consider that further appropriate infrastructure is required and developed to support future growth. Micro mobility users have similar concerns to those found in active travel modes - such as road safety, lighting and security. We strongly emphasise this need and support for the forthcoming Cambridge County Council Active Travel Strategy, which needs to be bold in grasping this opportunity and would be keen to see that reflected in the LTCP.	Noted. Micromobility policy being developed.
441	Chapter 2: Our strategy	Shared Mobility	Welcome the 20-minute neighbourhood thinking, but have concerns for a significant proportion of the population who do not live and work within close proximity to their place of work. Would be of value for the LTCP to create a strategic map identifying key living and employment sites in order to consider how sustainable transportation can most effectively link them up. In this we would encourage the development of multimodal travel hubs and a mass transit system in order to make 20-minute neighbourhoods a reality.	Noted. Major schemes map included will show how all proposed schemes are to link up. Local Plans for each district will plot key employment and residential areas/development.
442	Chapter 2: Our strategy	Rail	The removal of the Cambridge Autonomous Metro (CAM), without a significant alternative solution to the population growth and related travel is of significant concern to CUH and the wider CBC. We need a clear picture of what the anticipated growth in trips and also what the gap in provision will be in order to inform delivery across the region as a whole. The draft document goes some way to articulate this but it is not explicit enough to respond to the magnitude of change required. Whilst the LTCP recognises the significant economic and population growth, and the need to ensure that this growth is sustainable, it is currently lacking in robust evidence to show where the supply and demand of travel and transport will meet this over a longer period (such as up to 2050).	Noted. LTCP will in time include a raft of updated local strategies, which will be linked to the key growth aspirations in the Local Plans. These will form part of the evidence base for these and will include detail on economic and population growth and how this can be accomodated.
443	Chapter 2: Our strategy	Bus	The LTCP sets out a plan for providing for greater public transport and active travel but does not provide the detail on how the supply of energy needed to decarbonise motorised travel (including freight and delivery) is to be achieved. Further work is required to understand the full energy requirements for transport, moving beyond the installation of charging points. This should include specific reference to realistic plans and proposals for both meeting the decarbonisation demand and creating a more robust and renewably powered grid supply network.	Noted. Agreed. LTCP to be made clearer that work needs to be undertaken with regards grid capacity. WSP work looking into carbon impacts.
444	Chapter 1	Targets and Indicators	The strongest statement within the draft LTCP is the commitment to reduce motor vehicle miles by 15% by 2030, against a fixed 2019 baseline. However, this is not front and centre, only Greater Cambridge reference anything like the interventions required, and arguably they can't do much more of the heavy lifting, when a third of their residents already cycle five or more times a week. All other areas (Districts and PCC) need to reference this 15% reduction commitment and start to explain what this will entail	To be reflected within the whole of the document - all areas making a contribution. Outputs from the WSP work to be integrated into the strategic and local sections to demonstrate all are on the path and working with ATE etc on rural connectivity
445	Chapter 4: Policies	Related documents	LCWIPs are referenced, but there isn't enough on delivery or funding – the LTCP should give an indication of the pace, funds, and scale of change required.	LTCP references funding and delivery where this is known. Local strategies, delivery plan and the LCWIP will add some of the detail required
446	Chapter 2: Our strategy	Active Travel	Needs to be more of an acknowledgement that building to LTN1/20 compliance will need a complete rethink about how we design and build; road space reallocation away from motor vehicles needs to become the norm.	Noted. Sentence to acknowledge this to be added in relevant section where LTN1/20 first mentioned
447	Chapter 1	Active Travel	There is no mention of Gear Change – and the Central Government's ambition for half of all trips in our towns and cities to be made by foot or by bike in 2030. This should be acknowledged within the main narrative, as well as the Districts / area responses (especially outside of CCC and SCDC).	Noted. Agree this should be included in chapter 1
448	Chapter 1	Partnership	No mention of Active Travel England, who are going to have more and more influence during the timescales of the LTCP i.e., you need to explain how the landscape has changed since the last LTP, with specific regards to active travel, Transport Decarbonisation Plan, CWIS2 etc.	Noted. Section on partnership working to be improved and agree ATE should be included as partner referenced along with LA partners, DfT, NR etc.
449	Chapter 2: Our strategy	Highways	In the preamble at the recent presentation, which a colleague of mine attended, it talked about the need for faster connections. In the overall text I cannot find this, but the idea of faster connections being essential is dangerous. It will be used as a justification for road building, which will lead to more traffic. The main text talks about the need for restraint so I don't know where the faster bit came from.	Noted.
450	Chapter 3: East Cambs	Related documents	There is a tension in the difference between the introductory text and the separate texts for each District. There seems no relation between the two. East Cambridgeshire talks about the road network and the A10 – no reference to the need to address the very low levels of cycling and walking in Ely, Soham, and the villages. Cambridge City looks a bit better, but still refers to roadbuilding.	Noted. Local section being updated.
451	Chapter 3: Peterborough	Specific scheme	Peterborough section is worrying and includes the statement that the new Fletton Quays bridge is for university access. Does that mean that they expect students to be living at Fletton Quays, because there is no onward route. Peterborough again talks about the need for more Parkway capacity to ease growth, it does not really mention the need to transform the way people travel.	Noted. Peterborough section being updated

452	Chapter 2: Our strategy	Bus	Generally, there is an acknowledgment about the difficulties for buses particularly in rural areas. If the Market Towns were transformed so that walking and cycling levels were high and it was hard to drive around that would bring a big boost to rural buses.	Noted. BSIP looking into bus travel throughout region and local sections being updated to reflect rural bus issues
453	Chapter 2: Our strategy	Active Travel	The last mile and freight delivery is a big issue and should be based on local centres and cargo bikes. This means that the cycling infrastructure has to be really good and have good wide provision.	Noted. Section on freight being updated to include last mile
454	Chapter 1	Objectives	Overall the LTCP feels extremely unambitious and lacks innovation. The Goals and Objectives are nebulous statements without any real measures (Objectives at least should be SMART). Some of the goals feel either unachievable (zero fatalities or serious injuries– no detail behind what this really means) or unambitious (net zero by 2050 – which is 28 years away!). Reading the full document there is very little in the way of a tangible plan. The included strategies seem to move from a statistics view to a solution without an explanation on what or how the solution will solve an issue. In the main document there is a statement under the guiding principles that states " Integrating spatial planning and reducing the need to travel" – as a statement this seems to be contradictory to the LTCP goals and objectives.	Point of view noted. Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
455	Chapter 1	Bus	Fully support the aims and objectives of the LTCP. There are many schemes identified within the LTCP that will positively contribute towards meeting the objectives, but we believe there needs to be a stronger focus on improving public transport accessibility in more rural areas.	Support noted
456	Chapter 2: Our strategy	Specific scheme	A number of very detailed points are made relating to each objective as to why RAF Wyton should be brought forward as a development site.	Noted. This is a local plan issue.
457	Chapter 3: Peterborough	Climate	Peterborough City Council has set a target of getting the city to net zero carbon by 2030 (twenty years ahead of the national target of 2050) but there seems to be no recognition of this in the plan.	WSP work on carbon to cover this
458	Chapter 3: Peterborough	Objectives	There are some good aims and objectives in the early part of the plan and it states that in transport planning the needs of pedestrians, cyclists and public transport users should be given priority. Inclusion of this "Transport User Hierarchy" is welcome and it was a feature of several of Peterborough's local transport plans from 1999 onwards. We must also see a commitment to delivery of this policy: too often in Peterborough in recent years we have seen large road building and road widening schemes, with just a small element of sustainable transport added on around the fringes. This needs to change and, as the city grows, the emphasis must be on encouraging walking, cycling and public transport and discouraging car travel.	Noted
459	Chapter 3: Peterborough	Goals	There is an aim stated in the plan to reduce car usage by 15% but little detail on how this will be achieved particularly in Peterborough, which is the largest and fastest growing city in the CPCA area.	Noted. LTCP will be updated to recognise that each area needs to reach 15% in its own appropriate timing. Delivery plan and local strategies will aid with adding detail as to how each area will hit its target. Acknowledge more work is required to assess how and when this target will be achieved. WSP work looking in to this too.
460	Chapter 3: Peterborough	Rail	The plan has no long term vision for Peterborough. With a population of 215,000, we should be planning now for medium to long term options like a tram or light rail system. The original blueprint for expansion of Peterborough, the Harcourt Report, in the mid 1960s contained an outline proposal for a tramway system in Peterborough but this was dropped from later proposals.	Noted. The LTCP has a vision for the entire CPCA area. The local strategies which form a suite of child documents under the umbrella of the LTCP will focus this vision for each specfic area
461	Chapter 3: Peterborough	Rail	A tram or light rail system could also form the basis for a park and ride system, like that which operates in Nottingham. It is disappointing that the plan contains no proposals for any form of park and ride in Peterborough. Nor does it say much about how pricing and control of parking in the city centre could be used as a tool to encourage a modal shift away from car travel.	P&R not a prioirty for Peterborough. City Centre Transport Vision referred to in strategy sets out plans for future of City Centre.
462	Chapter 3: Peterborough	Rail	Would like to see track capacity increased to enable additional stations serving Peterborough to be built.	Noted. LTCP places high priority on rail travel and improving this going forward. CPCA committed to working with partners at NR to help deliver improvements regionally.
463	Chapter 3: Peterborough	Rail	Would like to see increased frequencies on services between Peterborough and Leicester, Birmingham, Cambridge, Stansted Airport and Ipswich and Nottingham.	Noted. LTCP places high priority on rail travel and improving this going forward. CPCA committed to working with partners at NR to help deliver improvements regionally.
464	Chapter 3: Peterborough	Bus	Nothing is being proposed in the LTCP to improve Peterborough's dire public transport links into Northamptonshire. There is a rail link between Oakham and Corby which only has one train a day running on it at present: greater usage of this link would have the potential to open up more journeys from Peterborough to Corby and/or Kettering and to other parts of Northamptonshire, Leicestershire etc.	Noted. Peterborough strategy already refers to connections to neighbouring authorities, no change made. Our strategy section being updated to commit to stronger partenrship working and tackling cross border issues
465	Chapter 3: Peterborough	Bus	The Mayor's commitment to the principle of bus franchising is welcome but it needs to result in some delivery as soon as possible, so as to ensure that bus services work for local people and not for the profits of shareholders in large multi national bus companies. Stagecoach have steadfastly refused to integrate their ticketing with other local bus operators or to introduce electric and/or hybrid buses in Peterborough or to consider more orbital bus routes, so franchising is urgently needed to enable these things to happen. Would like to see consideration given to simple flat rate fares across the bus network so as to encourage an increase in bus usage: in the longer term I would favour fares free bus travel in urban areas,	Funding via the CPCA is subject to the CPCA's business planning cycle. As such, through this process the CPCA is looking at the long term viabiltiy for financing bus services and frameworks and is investigating various methods for improving the way buses are run and procured in the mayoral area. no change to plan required.
466	Chapter 3: Peterborough	Bus	I would like to see the plan address how people in rural parts of Peterborough are to be given better access to the bus network. This is partly about giving people in rural areas better access to Peterborough City Centre and the urban townships for shopping, leisure, medical facilities etc. But done imaginatively rural bus services could also be promoted to urban residents as a means of enabling them to get out into the countryside for walks and contact with nature etc.	Noted. This will be reflected in the updated local section
467	Chapter 3: Peterborough	Active Travel	We have lots of cycle lanes in parts of the city but they are poorly connected and maintained and cycle usage is abysmal compared to other parts of the county. The Council took Government funding (via the CPCA) for temporary cycle lanes but terminated the schemes when the money ran out, which has meant that future funding for cycling has been curtailed. One of the temporary lanes which was much needed and much used was the one over Crescent Bridge into the City Centre: this needs to be restored urgently and yet I do not see any reference to it in the LTCP.	Noted, this scheme is linked to the Peterborough Station Quarter which is referenced in the strategy. No change made
468	Chapter 3: Peterborough	Suggested scheme	There is no mention anywhere in the plan of the River Nene and its potential for use as a transport corridor for a variety of purposes.	Noted. Will make reference to the River Nene in the updated local section
469	Chapter 3: Peterborough	Climate	Most of the major projects proposed in the LTCP for Peterborough seem to be about road building and road widening which is precisely the opposite of what we should be doing in a climate emergency. We may have to build some new roads to serve new housing developments but these should be designed to encourage active travel and public transport usage.	Noted. LTCP has a user hierachy and roads and car use is below more sustainable modes sich as AT and PT. Where there is a need to improve road capacity, this will be included but with provision for other more sustainable modes at the forefront of design.
470	Chapter 1	Objectives	The vision, goals and objectives are welcomed, in particular the acknowledgement that the LTCP will need to enable new sustainable housing. The goals and objectives would be more robust if they included some form of measurable target, or reference as to how they could be met.	Support noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
471	Chapter 1	Bus	There is limited reference throughout the document to the Cambridgeshire Guided Busway, which is one of the county's greatest transport assets. It could be that the LTCP looks to maximise the guided busway by focusing development around it, which in turn would enable investment and improvement in its services.	Noted. The BSIP is aiming to deal with improvements to the wider bus network. THe LTCP will link modes and promote interchange where possible. Add section/sub section in main strategy to bring out interchange importance.
472	Chapter 1	Vision	Productivity - Education and training whilst mentioned within the document do not form part of the goals and objectives. Given the role of access to education and training for improving life chances it should be integrated within the objectives.	To be incorporated into the vision and within some of the underlying goals/objectives. Education (access to) is critical and needs to be stronger within the strategic section
473	Chapter 1	Environment	Environment – the Environmental goal is not explicit in its meaning and this should be expanded and enhanced to recognised: Use of and protection of natural resources, biodiversity as well as water quality and flood resilience.	The vision, goals and objectives have been subject to two rounds of consultation. No major changes to these are considered required.
474	Chapter 1	Environment	Larkfleet Group Limited (LGL) is ready to partner with the CA to deliver on the emerging Local Transport Connectivity Plan (LTCP) through advancing a world-leading decarbonised mass transit system for the benefit of the City and Region's environment and the health of its residents.	Noted. No action required

475	Chapter 1	Safety	The draft LTCP mentions Vision Zero road safety partnership but includes only a non-binding commitment to nobody being killed or seriously injured (KSI) on our roads by 2040. Vision Zero includes an intermediate goal of reducing KSI on our roads by at least 50% by 2030. The LTCP must include intermediate goals such as this.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
476	Chapter 1	Active Travel	Active travel for leisure is important so must be called out in the LTCP. Its importance is made clear in our comments on the Transport Strategy. In this section, some recognition in the business and tourism objective would support its incorporation into strategy.	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
477	Chapter 1	Climate	Net zero by 2050 cannot be a key goal/objective in a plan with a horizon of 2030. We know that either carbon dioxide emissions be drastically reduced in the next couple of years or we spend a lot of money mitigating the climate emergency.	Targets will be contained within the monitoring section and we need to link to this throughout the document. The milestones will come from the WSP work and this needs to be reflected within the document and linkages made to the policy and strategy
478	Chapter 5: Monitoring and perfomance	Goals	Overall the LTCP feels extremely unambitious and lacks innovation. The Goals and Objectives are nebulous statements without any real measures (Objectives at least should be SMART). Some of the goals feel either unachievable (zero fatalities or serious injuries – no detail behind what this really means) or unambitious (net zero by 2050 – which is 28 years away!).	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
479	Chapter 2: Our strategy	Goals	In the main document there is a statement under the guiding principles that states " Integrating spatial planning and reducing the need to travel" – as a statement this seems to be contradictory to the LTCP goals and objectives.	Not clear why this is contradictory. No change to plan.
480	Chapter 1	Health	I think a greater emphasis should be put on accessibility. Disabled people are most affected by not being able to get around and also they are more likely to be digitally excluded. A lack of accessible transport and poor quality infrastructure has a disproportionate affect on disabled people and needs to have solutions worked out that involve disabled people in the planning process, co-production is vital for longer term change.	Agree that it is important for users, especially disabled people to be involved in the detailed design of infrastructure and services. No change to plan.
481	Chapter 1	Vision	While broadly along the right lines. The vision statement is far too vague and a vision for net zero by 2050 is meaningless without clear interim targets.	Targets will be contained within the monitoring section and we need to link to this throughout the document. The milestones will come from the WSP work and this needs to be reflected within the document and linkages made to the policy and strategy
482	Chapter 1	Vision	It would have been nice to see within the vision statement a clear reference to active travel, a reduction in private vehicle use and electrification of all motorised transport by specific time periods.	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required. Please also see the Cambridgeshire Active Travel Strategy.
483	Chapter 3: East Cambs	Highways	Connectivity can have multiple meanings, it is important that we improve connectivity of public transport and cycle networks but there should not be construction of new roads like the proposed A10 dualling.	"The A10 Ely to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options."
484	Chapter 5: Monitoring and perfomance	Targets and Indicators	Modern goods could include targets and/or milestones for: •Draw-down on pre-set carbon budgets, including embodied (construction) and operational greenhouse gas emissions •Maximum and average concentrations of air pollutants •Number of cars owned per household •Number of club cars available per 1,000 households •Passenger-miles travelled by walking, cycling, e-scootering, bus, coach, train and car. •BEV-miles versus ICEV-miles for passenger vehicles.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
485	General	Related documents	I strongly disagree with tarmacking of rural public rights of way, particularly bridleways and restricted byways.	Please refer to the emerging active travel strategy and design guides
486	Chapter 1	Bus	Very ambitious objectives, but right now there are no timelines, no prioritisation of the objectives so it is hard to know how the public will visualise and benefit from these objectives. how and what does it actually mean for the public living in rural areas who do not have close access to public transport to get into the city or indeed to neighbouring villages that are not on the path directly into the city.	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
487	Chapter 2: Our strategy	Related documents	P30 talks about an efficient highway network that accommodates the needs of all users, that includes horse riders who are identified as vulnerable users in the new Highway Code and who should not be undertaken whilst on the highway. The simple fact is that if you a segregated safe corridor for walkers and cyclists then you need it for horse riders as well.	Please refer to the emerging active travel strategy and design guides
488	General	Active Travel	Whilst the document talks about the important of being able to travel to/from leisure activities, it seems to overlook that moving about e.g. walking, cycling, horse riding, is itself a leisure activity for many people	Noted, no action required
489	Chapter 2: Our strategy	Related documents	The reality is that what is happening already is the existing Public Rights of Way network is being trashed and covered with tarmac and other unsuitable surfaces in the name of active travel	Please refer to the emerging active travel strategy and design guides
490	Chapter 3: Peterborough	Active Travel	I remember back in the late 90s we were awarded the Millennium Prize – £6m to create the 'Green Wheel' – Great idea – but it was never really finished and improved or maintained properly	Noted
491	Chapter 1	Bus	Try to support more frequent buses that run later into the evenings on weekdays and weekends across S. Cambs too please.	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
492	Chapter 1	Rail	In the short term, we should have a dedicated COACH service between Oxford and Cambridge till such a time as the EWR has finally delivered heavy rail connecting the two cities (e.g. Cambridge-Bedford-MK-Oxford). At present, the best option is often to commute via London (by car or by public transport).	Comment noted. Specific coach routes are a matter for individual coach companies. East West Rail is being progressed by the EWR Co. This is a key scheme to improve sustainable connectivity to our region and the CPCA will continue to engage closely with the EWR Co as the scheme progresses.
493	General	Wider policy areas	We'll never get the economy out of it's current state of stagflation until we re-join the EU customs union and single market. This is essential for our local SME's to enable them to effortlessly export again to our nearest, and biggest market – the EU. An avalanche of admin, costs and delays are now associated with every single export. Yet on this enormous, even existential issue for the UK and thousands of SME's, you don't have a single policy	Not relevant to the LTCP. No action required
494	Chapter 1	Bus	The regional map must acknowledge the Cambridgeshire Guided Busway, which is more than just a typical bus service. Indeed Cambridgeshire County Council's website acknowledges it as a 'progressive transport link'. The strategy should focus on how the busway can enable new development to be located more sustainably and in turn support its improvement.	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
495	Chapter 1	Active Travel	The Cycling and Walking Tsar and the Mayoral-led Active Travel Forum are essential to achieving the active travel components of the Transport Strategy. Neither is mentioned in the draft LTCP. The role of these two entities need to be defined in the Transport Strategy so must be featured in the document and priority (eg set a deadline) given to establishing both.	Please refer to the emerging active travel strategy and design guides
496	Chapter 1	Active Travel	The Cycling and Walking Tsar job description, the Active Travel Forum constitution, the Cambridgeshire Active Travel Strategy and the Cycling and the Local Cycling & Walking Infrastructure Plan need have consistent goals and all need to be consistent with various targets in the LTCP. The LTCP needs to state that subsidiary documents such as the Cambridgeshire Active Travel Strategy have compatible targets. The drafts of these documents have goals that are not aligned.	Noted, the partner organisations are working together to align the various strategies.
497	Chapter 2: Our strategy	Active Travel	Other than the various Greenways projects, public rights of way are not routinely considered in various active travel plans (eg LCWIP) that are subordinate to this LTCP. Therefore, this Plan must specify active travel away from the highway as a means to promote efficient travel. On a related note, the Transport Strategy must mention gaining permission from developers and landowners for building entirely new routes across their land.	Comment noted. Please refer to the emerging active travel strategy and design guides. The point regarding to permission from land owners is possibly something for the local plan or the ROWIP to consider. No change needed

498	General	Active Travel	Many of those walking and cycling on PRoW 76/24 - NCN11 south of Ely travel for utility, not leisure. Cambridgeshire declares active travel routes that they consider for leisure to be out of their remit, for example in the Cycling and Walking Infrastructure Plan (LCWIP). Labelling routes for leisure is an arbitrary process. If routes are excluded from the LCWIP, funding is compromised. Therefore the LTCP reference to the Active Travel Strategy and other subsidiary documents such as the Active Travel Forum the Cycling and Walking Tsar job description (both need to be referenced in the LTCP) must specify that active travel for leisure is part of the remit.	Comment noted. Acknowledge need for greater consistency across documents.
499	Chapter 1	Bus	All buses need to be accessible for disabled people and the uber type of transport would greatly benefit disabled people in the cities	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
500	Chapter 2: Our strategy	Active Travel	There seems to be a distinct lack of understanding with how education affects the strategy. Lack of public transport and safe cycle / walking routes add a massive number of vehicles on the roads at peak times, causing congestion, reduction in air quality, does not promote healthy lifestyles etc. Additionally, there is a distinct lack of choice for parents and students on where they can be educated (due to no transport). This not only limits ambition and achievement but does not help fill skills gaps	Please refer to AT 24: Promoting active travel in the Cambridgeshire active travel strategy which addresses this point
501	Chapter 3: Greater Cambridge	Specific scheme	I do not agree with the proposed dualling of the A10. I cannot see how this is compatible with a reduction in car use.	The A10 Ely to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options. The narrative within the document may need to be changed to reflect our position (emerging) - improvements to (and removal of the dualling phase)
502	Chapter 1	Climate	2050 is far beyond the life of this plan. Achieving decarbonisation milestones is far more important at this point in time than achieving net zero in 2050. The UK's statutory and international commitments are to reduce emissions relative to 1990 levels by:	Linked to previous answers - the WSP work demonstrates our commitment and alignment with national, regional and local policy - going over and above. Demonstrating a clear pathway (section will need to be updated follwoing the outputs from the WSP work)
503	Chapter 1	Bus	In areas where public transport is reduced to one bus a day and alternative transport has been sought, how can you accurately determine public demand ?	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
504	Chapter 2: Our strategy	Micromobility	We must make sure people on these electric scooters - Have SOME Knowledge of road use - I have seen terrible road sense - Just NO Sense! And No idea how to act on the road or pavement! If not - More people are going to be killed and injured	Noted. E-scooters are an emerging mode of transport which are not yet legal anywhere but on private land, unless part of an approved pilot scheme, where users must have a driver's license. Policy around this area is in its infancy and is emerging as the results of the pilot schemes are observed.
505	Chapter 3: Greater Cambridge	Suggested scheme	I am not opposed to the CSET, nor the CAM, but I do think a tram/very light rail option should be taken seriously as a longer term alternative to maintaining a bus fleet to serve far-flung locations across S. Cambs - though in the near term the CSET is most feasible.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
506	Chapter 3: Hunts	Bus	Great Gransden is not served with any regular public transport. My nearest stop, Crow Tree Street (ironically right outside CPCA Mayor Nik Johnson's house) has ONE bus a week. I repeat, ONE bus per week (to St Neots - and who on earth wants to go there?).	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
507	Chapter 1	Targets and Indicators	This is an ambitious target, which is necessary in order to provide a focus for improving public transport services.	Noted, no action required
508	Chapter 1	Goals	We have seen previous goals for motor traffic reduction (eg Cambridgeshire Local Transport Plan 2011-2031) unenforced and missed. The Transport Delivery Plans will summarise the projects over the lifetime of the LTCP	Noted, no action required
509	Chapter 5: Monitoring and perfomance	Targets and Indicators	No mechanism appears to be in place to monitor vision, goals, objectives and ambitions. Metrics are needed in addition to the car miles driven by 15% and diesel vans and trucks to be excluded from urban centres by 2030. Near-term metrics would help avoid 'falling off a cliff' near the deadline for 2030 targets. We also recommend that the metrics for important aspects of travel be labelled as goals rather than ambitions. Ambition suggests lack of commitment.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
510	Chapter 5: Monitoring and perfomance	Targets and Indicators	Besides car miles across the Combined Authority and diesel exclusion, SMART targets for cycling and walking in need to be added; the target needs to accommodate the differences between the settlements. For instance, each District would introduce local goals for all its urban centres by January 2024.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
511	Chapter 2: Our strategy	Targets and Indicators	Cannot see how you would achieve a 15% reduction in car mileage until the rest of the transport system is in place, but how long would this take?	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
512	Chapter 1	Goals	Need but to develop clearly mass transit proposal(s) for the area.	Noted. The GCP are considering a number of measures for Greater Cambridge and the city centre area through its Making Connections consultation. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
513	Chapter 1	Goals	We should be seeking greater reductions	Noted. Unclear what is being referred to. No action required
514	General	Safety	Where is the provision for disabled drivers? I am severely disabled and find it very difficult to use public transport. I need my car to work and go shopping.	The overall strategy makes mention of accessibility, the document also states Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. Please also refer to the EQIA document. Look to strengthen text on this issue.
515	Chapter 2: Our strategy	Targets and Indicators	Ambitious objective now that many are wfh after covid. For some mileage is already much reduced, intrigued how you believe it will be cut further when main trips are for grocery shopping (all those bags on a bus and then walked home?) and visiting friends who may be outside the county and not en route to a city/town	Comment noted. Data shows that the number of trips is back to pre-covid levels, please also refer to the Active Travel Strategy for Cambridgeshire which provides further details on how we aim to reduce car journeys.
516	Chapter 2: Our strategy	Targets and Indicators	Target should be higher e.g. 20%	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
517	Chapter 3: East Cambs	Related documents	The referenced East Cambridgeshire Cycling and Walking Strategy includes prioritisation of links to public transport to enable buses and trains to replace the car as an alternative for longer journeys. However, its priority routes do not include any that link to the railway stations (Ely, Littleport and Soham). The Local Area Strategy must mention prioritisation of links. As an example, the Section 106 cycleway commitment to link north Ely with the centre of Ely is under threat yet the Local Transport Strategy does not mention the 2014 North Ely Supplementary Planning Document (SPD) requirement to link north Ely with key destinations such as the City of Ely College, City Centre, Rail Station and Hospital and to link with the National Cycleway Route 11. This Strategy needs to mention the importance of such links and in particular, reference the SPD.	The LTCP is a strategic document and as such cannot detail every individual scheme. A review of the East Cambridgeshire Transport Strategy is due and is the most appropriate place for this level of detail. Review East Cambridgeshire local section of this plan to strengthen links where appropriate.
518	Chapter 3: East Cambs	Active Travel	The draft Local Transport Strategy Challenges states that high-quality walking and cycling infrastructure, particularly outside of Ely, is extremely limited. We assume that this statement is based only on perceived safety. From the perspective of improving the environment and benefitting most people, the greatest benefit would come from improving cycling in Ely.	Noted
519	Chapter 3: East Cambs	Active Travel	Within this rural district it has been and will continue to be difficult to adhere to the government's guidelines (LTN/120 [sic]) due to the nature of the infrastructure roads.' There is no feature of the roads in East Cambridgeshire that is unique, so this comment is not appropriate in this section.	Comment noted. Review this section of the text and amend as appropriate.

520	Chapter 3: East Cambs	Highways	An increase in capacity on the Ely-Cambridge A10 will induce more motor traffic unless some kind of control measure is introduced. The Local Area Strategy must be internally consistent and consistent with the LTCP plan for an overall 15% reduction in car mileage.	Any increase in road capacity will need to be accompanied by additional capacity and infrastructure for active travel. Review section and check for consistency.
521	Chapter 3: East Cambs	Active Travel	The Department for Transport second Cycling and Walking Investment Strategy includes an ambition for walking and cycling to the natural choices for shorter journeys, or as part of a longer journey by 2040 with half of all journeys in towns and cities being cycled or walked by 2030. East Cambridgeshire ought to adopt these central government ambitions as local goals. This is especially important for Ely with a projected 4,000 extra homes by 2030 that lack adequate cycling and walking connections to the centre of Ely, Ely Railway Station, the Princess of Wales Hospital, the Leisure Village and the Hive Leisure Centre.	This will be considered as part of the new East Cambridgeshire district transport strategy which is due to be developed in 2023 and will sit as a 'child document of the LTCP'.
522	Chapter 3: East Cambs	Bus	There is a specific issue with students from East Cambs having an extremely limited choice of schools, sixth forms and FE provision e.g. a lot of money has been invested in the North Cambridge Training Centre (Chatteris) but students from the local area cannot access it due to the lack of local transport.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
523	Chapter 3: East Cambs	Rail	There also must be a priority given to the much needed upgrading of the Ely North Junction (rail), this is a massive disrupter for both rail and freight from all parts of East Anglia. Railfuture has described Ely North as "the East of England's highest transport investment priority". The planned improvements would allow more freight to travel by rail (so reducing the number of HGV/LGV on roads) as well as cars. With the green light being given to Felixstowe as a Freeport and Sizewell C, freight and workers will need to access, due to the lack of capacity on the line currently all freight is rerouted via London. This is having a negative effect on the economy because of restricted growth while also creating unnecessary 'heat' in the Cambridge property market.	Comment noted. The CPCA will continue to lobby for an upgrade to this junction and will work with lcoal partners and the rail industry to prioritise this.
524	Chapter 3: East Cambs	Active Travel	It is good to see walking and cycling highlighted. However, the plan does not specify how more walking and cycling will be enabled. We urgently need better cycle infrastructure to link up East Cambs villages with Ely and Ely with Littleport, Cambridge and Newmarket all of which are within cycling distance. Particularly with the advent of eBikes.	Comment noted. More detailed information on Active Travel schemes for East Cambridgeshire can be found in the emerging Cambridgeshire Active Travel Strategy, however the local section will be reviewed to strengthen the text around active travel in the district where possible.
525	Chapter 3: East Cambs	Shared Mobility	It would be good to have mention of car clubs.	A valid point, car clubs are an excellent way of reducing car ownership and car usage, especially when incorporated into new developments. Strengthen text on this in an appropriate place in the plan.
526	Chapter 3: East Cambs	Specific scheme	I strongly disagree with dualling the A10. This is not compatible with reducing car useage or cutting carbon emissions. The money should instead be invested in public transport, EV charging and cycle lanes.	The A10 Ely to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options.
527	Chapter 3: East Cambs	Specific scheme	P55 " In addition, the District Council has recently commissioned Sustrans to produce feasibility studies for a number of new cycle routes and to complete the Wicken to Soham cycle route. " It should be noted that this proposed "cycleway" will run on existing Public Rights of Way a Byway Open to All Traffic and a Bridleway. Tarmacing bridleways discriminates against the other lawful users who benefit from soft surfaces e.g. equestrians. Tarmacing reduces the suitability of the surface and experience indicates that when dual surfaces are introduced, it is disastrous all round.	Comment noted. The LTCP is a strategic document and as such is not able to include information on every scheme. More detail on active travel schemes can be found in the emerging Cambridgeshire Active Travel Strategy, however the point about surfacing is noted and the various organisations are trying to develop a consensus aroudn this sensitive issue. Review/incorporate a section on equestrians and other non-motorised users.
528	Chapter 3: East Cambs	Specific scheme	The proposed cycle route between Ely and Soham should include equestrians in the planning.	Comment noted. The LTCP is a strategic document and as such is not able to include information on every scheme. More detail on active travel schemes can be found in the emerging Cambridgeshire Active Travel Strategy.
529	Chapter 3: East Cambs	Specific scheme	P55- Improvements to the highway network through a series of enhancements to junctions, such as to the A142/Lancaster Way roundabout and the A142/A10 ' P' roundabouts, will help to support employment development; for example, at the Grovemere and Lancaster Way Business Parks. As part of these works it will be essential to deliver the cycle/pedestrian crossing over the A10 near to the BP roundabout in order to make the Active Travel option attractive.	Comment noted. Active travel should be considered as part of any road scheme. Review text and strangthen text where appropriate.
530	Chapter 3: Greater Cambridge	Bus	There are no regular bus services in Great Gransden unless you consider one bus per week adequate - I don't. As normal with politicians, it's all consultation and big talk, in practice there is nothing delivered whatsoever.	Comment noted. Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
531	Chapter 3: Peterborough	Equality	No mention of how the draft proposals with consider the need of disabled people who find it very difficult to use the present systems. Thought needs to be given on how to remove the barriers that prevent equality and travel in the city. Working with the local DPULO (Disability Peterborough) would be a good first step to achieving co-production and getting better outcomes	Comment noted. The strategy is required to develop an Equality Impact Assessment to ensure that people with protected characteristics aren't disadvantaged by the strategy. Draw this out more strongly in the text.
532	Chapter 3: Greater Cambridge	Highways	Not convinced the East / West rail route will continue but the A428 upgrade is vital	Comment noted.
533	Chapter 3: Greater Cambridge	Active Travel	Safe walking and cycle routes from villages to towns and your envisaged transport hubs are essential for better quality living and attracting the skills we need to the area	Noted, please refer to the emerging active travel strategy and design guides
534	Chapter 3: Greater Cambridge	Suggested scheme	I believe that in the longer term, the conurbanisation strategy for Greater Cambridge would be best served by very light rail (VLR) connections rather than a bus fleet (guided or otherwise).	Improvements to the bus network will be delivered faster, more flexbily in the short-medium term. With the continued work on the appopriate framework for buses it is likely that the benefits envisaged by VLR can be delviered faster
535	Chapter 3: Hunts	Bus	It is welcomed that better buses is a focus for Huntingdonshire, particularly connectivity between Cambridge, Cambourne, Alconbury, Huntingdon and St Ives. The Cambridgeshire Guided Busway already does and can provide an even greater role in providing this connectivity. Improving the Guided Busway must therefore be a priority for the Combined Authority, this can be achieved by locating new development along the route	Comment noted. The location of development is a role for Local Plans rather than the LTCP.
536	Chapter 3: Hunts	Bus	Transport must keep up with the planned housing and jobs growth. Public transport and cycling and walking options need to improve to prevent increased congestion, pollution and environmental impacts.	Noted, please refer to the emerging active travel strategy and design guides and the GCP making connections project.
537	Chapter 1	Goals	We recognise that significant work has been undertaken to update the LTCP and to align it with the wider set of strategic documents however what this document doesn't do is to show how it will deliver against these wider ambitions and whether the targets identified such as 15% reduction in car miles is sufficient in the short term and how this 15% reduction will be achieved.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies. A delivery plan will be developed to demonstrate how the schemes and interventions will contribute to targets.
538	Chapter 1	Goals	Targets such as increase active travel and public transport are not robust targets in delivering a transformative transport system. We need a clearer understanding of what success looks like in terms of human impact.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies. A delivery plan will be developed to demonstrate how the schemes and interventions will contribute to targets.
539	Chapter 1	Goals	Recognising the carbon and traffic reduction are not the only ambitions for the LTCP we would welcome further explanation of what the ambition is in terms of the broader sustainability agenda.	Work on the biodiversity net gain, carbon reductions, traffic reduction, use of sustainable material wherever possible in construction, air quality improvements (need a strong statement) - further work on the biodiversity piece required
540	Chapter 1	Micromobility	New micro mobility technologies offer the opportunity to significantly lengthen the distance many are willing to travel by bike but this will only happen if supported by appropriate infrastructure. We support and emphasise the need for the forthcoming Cambridgeshire County Council Active Travel Strategy to bold in grasping this opportunity.	Support noted, no change required.
541	Chapter 3: Greater Cambridge	Bus	In the Greater Cambridge area the removal of the Cambridge Autonomous Metro (CAM) without a significant alternative solution to the population growth and related travel is worrying.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf. Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

S42	Chapter 3: Greater Cambridge	Evidence	We are already aware that growth figures for the CBC see a gap of 17k daily trips (resulting from the removal of the CAM) which need to be accommodated by non-car modes. We need a clear picture of what the anticipated growth in trips is, and what the gap in provision will be to inform delivery across the whole region. The document goes some way to expressing this but is not explicit in order to respond to the magnitude of change required in the region.	Comment noted. Explore what modelling data is held that could illustrate this.
S43	Chapter 1	Active Travel	In our previous response (2019) the University asked for greater acknowledgement within the LTCP that building new roads is not the answer to our transport problems. Where projects are being proposed to increase road space that any additional space is reallocated to improve facilities for walking, cycling and public transport as well as enabling freight to move more efficiently.	Comment noted. Explore where text can be strengthened to reflect this.
S44	Chapter 4	Active Travel	To this end the University recognise that improvements on the network are needed but would like reassurance that private car use is restricted to enable walking, cycling and public transport journeys to flow seamlessly.	Comment noted. Explore where text can be strengthened to reflect this.
S45	Chapter 4	Evidence	Understanding of the number of trips that require to be accommodated by public transport and active travel modes against traffic reduction targets and anticipated population growth figures is imperative.	Comment noted. Explore what modelling data is held that could illustrate this.
S46	Chapter 1	EV and alternate fuels	The LTCP sets out a plan for providing for greater public transport and active travel but what is not clear is how the supply of energy required to decarbonise motorised travel including freight and deliveries (whilst degasifying the wider built environment) can be achieved.	Comment noted. Agree that further work is needed to fully understand the full energy requirements of transport and this is being considered through other work streams with partners.
S47	Chapter 1	EV and alternate fuels	Further work is required to understand the full energy requirements for transport and the development of a realistic plan for supplying the energy through a more robust grid system and from renewable sources. This needs to look to 2050 energy supply and demand ambitions to inform an action plan for today.	Comment noted. Agree that further work is needed to fully understand the full energy requirements of transport and this is being considered through other work streams with partners.
S48	Chapter 5: Monitoring and perfomance	Evidence	Recognising the carbon and traffic reduction are not the only ambitions for the LTCP, we would welcome further explicit explanation of what the ambitions are in terms of the broader sustainability agenda. Key areas for consideration include: · Green and blue infrastructure in delivering environmental resilience and social value. · Circular economy to reduce waste and enable efficient use of resource · Renewable energy generation and grid capacity investments to deliver decarbonisation of transport and the wider built environment. · Accessibility (time/distance) of services and facilities	Comments noted. The response makes reference to wider policy areas which are picked up through other policy documents and strategies, such as Local Plans. No change to plan.
S49	Chapter 3: Greater Cambridge	Equality	Disabled people who find using local transport services need to be involved with co-production to make sure that any solutions are fit for purpose and don't assume that planners know better than service users on what is required for more equal access.	Comment noted. The strategy is required to develop an Equality Impact Assessment to ensure that people with protected characteristics aren't disadvantaged by the strategy. Draw this out more strongly in the text.
S50	Chapter 1	Highways	Please remember that most highway "improvements" to date have focused on car users and have often been to the extreme detriment and safety of other lawful road users including equestrians. You have an opportunity to change this - I hope you will.	Comment noted.

Integrated Impact Assessment – Local Transport and Connectivity Plan

Tresor Consulting

Cambridgeshire and Peterborough Combined Authority

steer

Integrated Impact Assessment – Local Transport and Connectivity Plan

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Appendices (separate document)

A SEA Regulations Checklist

B Scoping Consultation Responses

C Assessment of Policies (from 2020 LTP)

D Assessment of Projects (from 2020 LTP)

Non Technical Summary

Cambridgeshire and Peterborough Combined Authority is producing a refreshed Local Transport and Connectivity Plan (LTCP). Since the publication of the last Local Transport Plan in 2020 (2020 LTP), there have been several changes to local and national policy that meant this transport strategy needed to be revisited.

The revised vision reflects the importance of climate change and the need to level up the region in relation to health inequalities, social exclusion, and safety to ensure that the transport network provides enhanced access to opportunities that improve the quality of life for all. The LTCP comprises a number of goals, objectives, policies and projects.

An Integrated Impact Assessment (IIA) is being undertaken as part of the LTCP development so that environmental and social impacts are identified and mitigated as part of the updated plan. The IIA covers:

- Strategic Environmental Assessment (SEA), covering a range of environmental impacts.
- Habitats Regulations Assessment (HRA) which applies to sites which are internationally important for nature conservation.
- Community Impact Assessment (CIA) which assesses social impacts such as health and equalities.

This report documents the SEA process, but also draws on information from the other assessments so that they are integrated. The report focuses on changes to the 2020 LTP, the LTCP introduces new policies for connectivity and decarbonisation, and new projects, mainly under these new policies or to support active travel and public transport.

New policies for decarbonsiation and connectivity were assessed to have mainly positive environmental effects, particularly in relation to reducing road traffic, greenhouse gases and vulnerability to climate change. There were also positive effects for health and accessibility.

Policies and projects carried forward from the previous 2020 LTP which involve new infrastructure, particularly road and rail have potential negative effects from habitat loss and species disturbance, loss of agricultural land, water quality and flood risk issues, and effects on the setting of the historic environment and landscape character. Project impacts will largely depend on the location and design, as many of these are at an early stage of development. However, there are also opportunities for mitigation and environmental improvements.

The LTCP doesn't contain any new highways projects and additional projects supporting active travel, public transport, use of technology and alternative fuels will help to reduce carbon emissions and improve accessibility, air quality, safety and health. While these projects generally protect the natural and built environment, new infrastructure to support these projects can still have negative effects, for example on biodiversity, landscape, townscape and the setting of historic structures.

Mitigation has been proposed where there is potential for significant adverse effects, in addition to use of a number of indictors to monitor the effects of the LTCP.

1 Introduction

Background

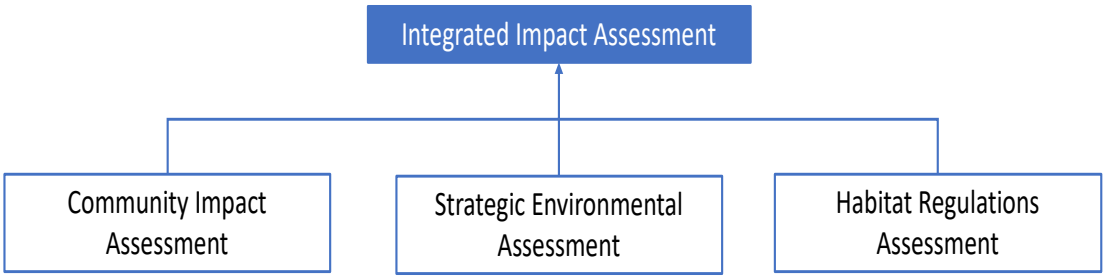
1.1 The Combined Authority for Cambridgeshire and Peterborough (CPCA) is producing a refreshed Local Transport and Connectivity Plan (LTCP). Since the publication of the last Local Transport Plan in 2020 (2020 LTP), there have been several changes locally in Cambridgeshire and Peterborough; in addition to revised national policy that meant the transport strategy needed to be revisited. These changes include the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate, new carbon dioxide (CO^2) and electric vehicle targets published by Government, policy development within the Oxford-Cambridge (OxCam) Arc, and the changes in travel caused by Covid-19.

1.2 An Integrated Impact Assessment (IIA) is being undertaken as part of the LTCP development. IIA combines several sustainability appraisal processes, so that environmental and social impacts are identified and mitigated as the plan develops.

Integrated Impact Assessment

1.3 The components of the IIA process for the LTCP are set out in Figure 1 below and each process is then briefly described.

Figure 1 Processes within this Integrated Impact Assessment.



Strategic Environmental Assessment (SEA)

1.4 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the "Environmental Assessment of Plans and Programmes Regulations" (SI 2004/1633, known as the SEA Regulations). The SEA Regulations place an obligation on local authorities to undertake SEA for certain plans and programmes which are likely to have significant effects on the environment, this usually applies to Local Transport Plans.

Habitats Regulation Assessment (HRA)

1.5 HRA is undertaken under the Conservation of Habitats and Species Regulations 2017 (SI 2017/1012, known as the Habitats Regulations) for plans or projects which are not directly connected to the management of the site and would be likely to have a significant effect on a European Site designated for nature conservation. These comprise Special Protection Areas (SACs), Special Protection Areas (SPAs) and Ramsar sites.

Community Impact Assessment (CIA)

1.6 The CIA incorporates a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA). HIA is a process to identify the likely health effects of plans, policies or projects. EqIA is undertaken under the Equality Act 2010 to ensure that plans, policies or projects do not discriminate or disadvantage people. It applies to people with the following 'personal protected characteristics': age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation. Income is often included within EqIA as an additional consideration.

Purpose of Report

1.7 This report represents the SEA for the LTCP. It draws on information from the HRA and CIA[1] where there is over-lap with assessments of European Sites, health and equalities impacts. It draws on the extensive evidence base and IIA from the 2020 LTP which was undertaken 2018-2019. It summarises this information and provides updates to reflect the use of more recent information or changes. This report is set out over the follow sections:

- Section 2 provides an overview of the updated LTCP.
- Section 3 sets out the IIA methodology.
- Section 4 summarises up-to-date baseline information, future trends, and key sustainability issues and opportunities. It sets out a framework for assessing the LTCP.
- Section 5 details the updates to the assessment, including assessment of alternatives and cumulative effects.
- Section 6 sets out mitigation and monitoring.

[1] Mott MacDonald, May 2019, CPCA Local Transport Plan Community Impact Assessment (any updates will be provided with updated policies). Mott MacDonald, Dec 2019, CPCA LTP Habitats Regulation Assessment Task 1 Screening (n updated HRA will be sent to Natural England),

2 The Updated Plan

Background

2.1 The new Local Transport and Connectivity Plan (LTCP) aims to meet a range of challenges including on public health, accelerating carbon reduction, protecting the environment, the impact of Covid-19, access to jobs and education, reducing inequality and supporting economic growth.

2.2 The addition of 'Connectivity' to the plan, recognises the increasing influence that the internet has on transport. Working and learning, accessing leisure and services, and seeing friends and family have been increasingly done from home, impacting journeys. The plan also seeks ways to improve digital infrastructure to support these new ways of living.

Vision and Objectives

2.3 The revised vision reflects the importance of climate change and the need to level up the region in relation to health inequalities, social exclusion and safety, to ensure that our transport network provides enhanced access to opportunities that improve the quality of life for all. It is important that the work of the Combined Authority continues to develop its work in a compassionate, co-operative, and collaborative manner.

LTCP Vision

A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.

2.4 The LTCP comprises six goals and eleven objectives associated with as set out below, the connectivity goal and objective is new to the LTCP:

Figure 2 LTCP Goals

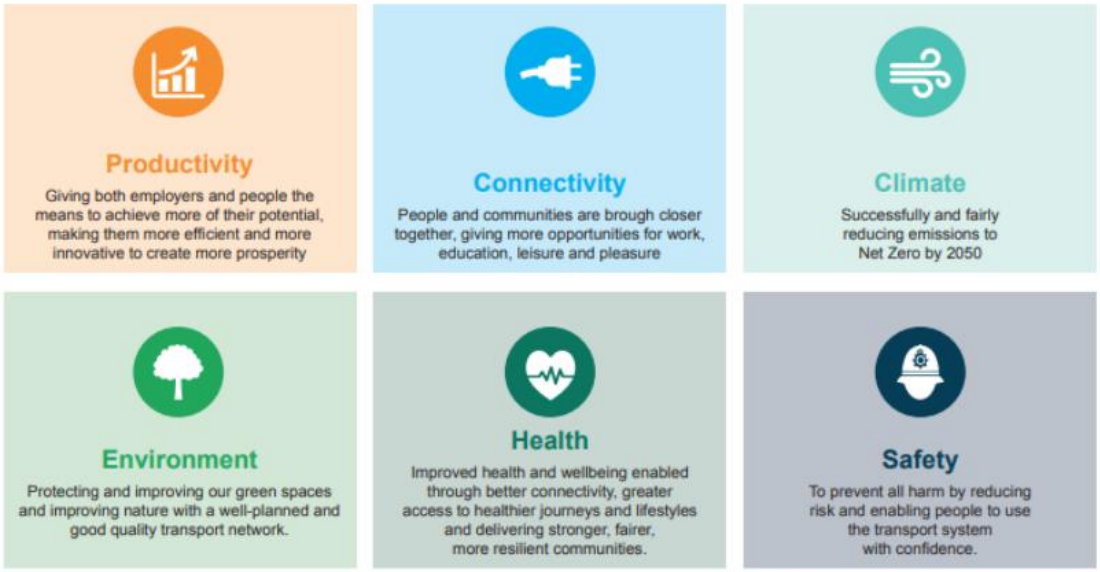


Table 1 LTCP Objectives

Goal	Objective	Objective Statement
Productivity	Housing	Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
Productivity	Employment	Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity
Productivity	Business & Tourism	Ensure all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
Productivity	Resilience	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
Connectivity	Accessibility	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
Connectivity	Digital	Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility across the region.
Health	Health and Wellbeing	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
Health	Air quality	Ensure transport initiatives improve air quality across the region to exceed good practice standards
Safety	Safety	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries
Environment	Environment	Deliver a transport network that protects and enhances our natural, historic and built environments

Climate	Climate change	Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

2.5 In addition to the previous policies aligned with the objectives in Table 1, the LTCP will include new policies on connectivity and decarbonisation. These are currently still under development.

2.6 The LTCP includes several new projects. Some of the projects from the 2020 LTP are no longer included, either because they are now complete or have not progressed. Table 2 below provides a comparison of projects in the two plans. It should be noted that some of the projects are being delivered by partners (e.g. Network Rail, National Highways).

Table 2 Comparison between LTP and LTCP Projects

Project type*	2020 LTP (no longer in LTCP)	In both 2020 LTP and LTCP	Projects new to LTCP
Road	• A47 Junction 18 improvements • A15 Paston Parkway Junction 22 to Glinton Roundabout • Stanground Access – junction improvements and dualling (completed) • North Westgate Redevelopment • A47 Wansford to Sutton • A16 Norwood Dulling • Frank Perkins Parkway Junction 4 - 5 widening • Hampton East Coast Main Line (ECML) Rail Crossing • Oxford to Cambridge Expressway and A428 Dualling • M11 'smart motorway' • Additional M11 Park and Ride capacity • Mill Road Railway Bridge Widening • A1 Baldock – Brampton capacity improvements • A1 Buckden roundabout capacity and safety improvements • Safeguarding of a future A141 northern Huntingdon bypass alignment • Huntingdon Third River Crossing • Dualling of the A10 between the A142 Witchford Road and the A142 Angel Drove • Queen Adelaide Road study	• A47 Dualling • A1 Wittering Improvement • A1139 Fletton Parkway Junction 3 – 3A • A505 Corridor Royston to Granta Park • Coldhams Lane roundabout improvements • Fengate Access Study - Phase 1 (Eastern Industries Access) • Fengate Access Study – Phase 2 (University Access) • King's Dyke Level Crossing • March Area Transport Study (MATS) • Wisbech Access Strategy • St Ives A141 (previously Safeguarding of future A141 bypass and other improvements) • A10 Ely to Cambridge • A142/Lancaster Way roundabout and the A142/A10 ('BP') roundabouts • A14 Junction 37 & 38 • Junction 21 of the A15 Paston Parkway • A1139 Fletton Parkway Junctions 3 and 3a • A605 – Junction 68 (Lynchwood Capacity Improvements) • A428 trunk road between the Black Cat roundabout on the A1 • A16 Norwood Improvements (A16 Norwood Dualling)	No new highways projects
Rail	• Werrington Dive Under • Huntingdon to Peterborough Four Tracking	• Cambridge South Station • Ely Area Capacity Enhancements	• Snailwell Loop (stand-alone)

	• Closure of level crossings • A10 Foxton Level Crossing • Newmarket to Cambridge Track Doubling • Electrification of Rural Rail Routes • Girton Interchange Improvements • Cambridgeshire Rail Capacity Study • Ely to Soham track doubling	• Regeneration of Fenland Railway Stations • Soham Station • Wisbech Rail • Peterborough Station Quarter • Fenland Stations • Cambridge South Station • East / West Rail (including second Rail Station at St Neots) • Newmarket West Chord (incl Snailwell Loop) • Waterbeach Station Relocation	
Public transport	• Sustainable Travel Improvements • Cambridge Autonomous Metro (CAM) • Rural Travel Hubs • High quality bus network infrastructure, St Ives (Busway) to Huntingdon • Bus access to North Ely development	• Bus Reform Task Force • Buses Reform • Queensgate Bus Interchange • Alconbury development • Waterbeach Public Transport Improvements • Cambridge South East Transport (previously part of CAM) • Cambridge Eastern Access (previously East Cambridge – Better Public Transport)	• ZEBRA - Zero Emission Buses • Future Bus Network 2030 • Demand Responsive Transport • Alternative bus station (HDC) • Cambourne to Cambridge Better Public Transport Project
Active travel	• Jesus Green Lock • St Neots River Great Ouse cycle bridge • St Neots northern link to Little Paxton • Pedestrian and cycle bridge – Henley Way to Merivale Way • Central March cycle bridge • Chisholm Trail Phase 1	• Active Travel Strategy and Schemes • A1134 Coldham lane cycle improvements • Green Wheel (previously Greenways) • Fletton Quays Footbridge • Crescent Bridge Pedestrian and Cycle Bridge • Chisholm Trail Phase 2	• E-scooter Trial and E-bikes • Thorpe Wood cycleway • First and last mile (including active travel)

Digital			• Digital Connectivity Strategy
Other	• Longstanton Park and Ride Expansion • Riverside Improvements Phase 2 between Priory Road and Stourbridge Common • Mitigation of Local Impacts of Waterbeach Development • Hartford transport interchange • Wyton Airfield Access • Improved parking and interchange facilities at Ely station • Improved parking and access facilities at Littleport station • Wisbech Garden Town feasibility studies	• City Centre Transport Vision – Peterborough • Milton and Histon Road Improvements • Making Connections (building on Choices for Better Journeys) – • Heavy Commercial Vehicle Strategy • Market Towns Programme & Ramsey improvements • Smart Cities Strategy – Peterborough • North Westgate regeneration	• EV Charging Schemes and Outcomes from AFVS • 20 is plenty • First and last mile (including freight)

- Project type may include elements of other modes, for example public transport schemes may include active travel measures

3 IIA Methodology

Strategic Environmental Assessment

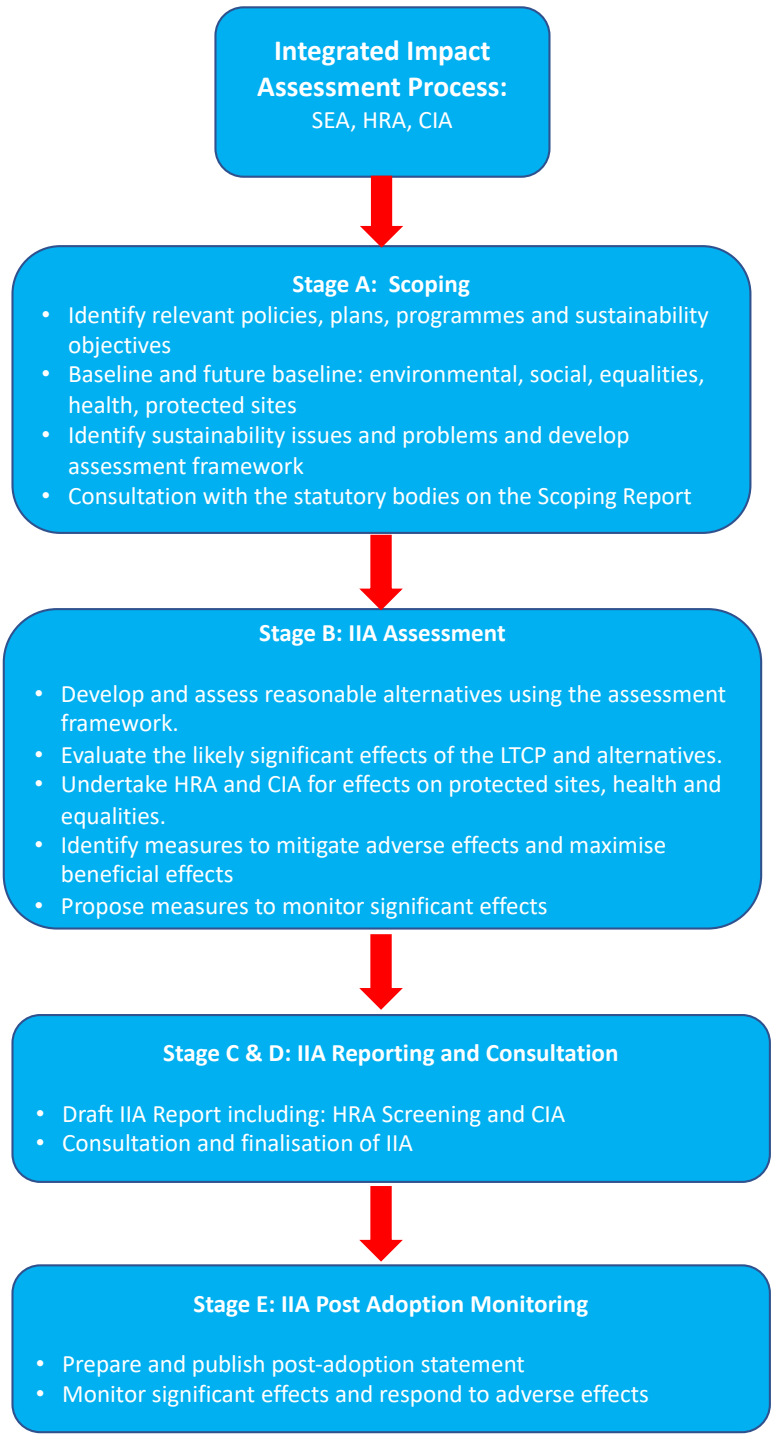
3.1 SEA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

3.2 The approach adopted for the SEA of the LCTP follows that set out in Government Guidance[2] and meets the requirements of the SEA Regulations (see Appendix A for a checklist). It involves the development of an assessment framework comprising a series of SEA objectives, assessment criteria and indicators. This framework is developed from an understanding of environmental issues and opportunities identified through a review of existing baseline information and a review of other plans, programmes and environmental protection objectives relevant to the plan area.

3.3 Figure 3 shows how the SEA process was undertaken for the LTCP and based on the Government Guidance. It includes CIA and HRA inputs. This report is the product of Stages B and C, selecting and assessing options for the SEA and producing an Environmental Report for consultation.

[2] Government guidance on Strategic Environmental Assessment and Sustainability Appraisal available at: **https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal**

Figure 3 The IIA Process applied to the LTCP



Stage A: Scoping

3.4 A Scoping Report was issued in March 2022 and represents Stage A of the process described in Figure 3 above. This report sets the context and scope of the SEA through:

- An overview of the updated LTCP;

- Updated policies, plans, programmes and sustainability objectives which are relevant to the potential sustainability impacts of the LTCP;
- Up-to-date baseline information, future trends, and key sustainability issues and opportunities as well as a framework for assessment.

3.5 Consultation on the scope of the IIA was undertaken with the three consultation bodies (the Environment Agency, Historic England and Natural England). These organisations were consulted in March and April 2022. A summary of responses is presented in Table 3 below and a copy of responses is provided at Appendix B.

Table 3 Summary of scoping responses and how they have been addressed

Summary of Response	How this has been addressed
Historic England	
Reference to environment in the LTCP Vision should refer to natural and historic environment.	The objectives provide further definition of environment and the historic environment is included here.
Provision of a list of programmes, policies, plans and sustainability objectives.	The Appendix to Scoping Report has been updated and includes the majority of these references, where suggested references would provide detail for individual sites or baseline information, they would be applied to impacts on individual sites at project level.
Provision of sources of baseline information.	Some of these sources are included, however, some sources would be used to inform design stages of transport projects. Historic Landscape Characterisation for the CPCA Region is beyond the scope of this Plan.
Identification of key sustainability issues and opportunities.	Where these are relevant to transport, they have been included in Table 5.
Suggestions for objectives and criteria for assessment.	While there is one objective for each topic, the aspects raised have been considered where relevant to the transport assessment. While proximity to schemes is considered in the assessment, other indirect effects like visual effects and traffic are also considered in the assessment.
Consideration of alternatives and impacts.	In this case the 2020 LTP is the main alternative, and the major transport projects have been carried forward to the LTCP. The performance of both plans against the Historic Environment objective is similar (see paragraph 5.4 and Table 13).
Archaeology and other assessment methodologies	These have been included where applicable in mitigation set out in Table 16.
Natural England	
Support Vision and Objectives, goals to protect and enhance the natural environment and reduce emissions to net zero are welcome.	No action required.
Review of plans, policies and programmes – provision of sources of evidence.	Some of these sources are included, however, some sources would be used to inform design stages of transport projects.
Satisfied with baseline, SEA framework and methodology proposed, including update of HRA update.	No action required.

Stage B: Assessment

3.6 The SEA for the 2020 LTP assessed 10 policy themes and 60 projects. While some of these have changed in the LTCP, others have remained the same. New policies and projects have been assessed against the SEA Assessment Framework developed during Scoping. Using the SEA objectives, positive and negative environmental effects have been identified.

3.7 The results of previous assessments relating to policies and projects which remain in the LTCP are then summarised so that environmental effects of the entire LTCP are represented together. The results have also been compared with the 2020 LTP so that the relative performance of the two plans against the SEA Objectives are understood.

3.8 Where the assessment identifies likely significant effects, mitigation and monitoring is proposed.

Stages C & D: Reporting and Consultation

3.9 This report sets out the results of the SEA and constitutes the Environmental Report under the SEA Regulations.

3.10 An SEA Statement will be prepared following the consultation period to summarise how responses to consultation and the SEA has influenced the development of the updated LTCP.

Stage E: Monitoring

3.11 This report sets out recommendations for monitoring the environment effects of implementing the LTP in Section 6 of this report.

Assumptions and Limitations

3.12 The SEA Regulations require that any difficulties encountered during the assessment of the plan are described[3]. The CPCA covers six local authorities so data collected and assessment is undertaken at a strategic level over a wide geographic area. It uses readily available on-line data to identify key constraints and opportunities for the assessment. This reflects the strategic level of information in the LTCP.

3.13 The CPCA is the local transport authority for the region and will be responsible for planning and delivery of policies and some of the projects in the LTCP. However, some of the larger projects will be delivered by partners including National Highways and National Rail. These projects remain part of the LTCP and as such are assessed at a strategic level in the IIA. However, these projects will also be subject to environmental legislation, including environmental assessment, through their delivery it is not within the scope of the IIA to duplicate this process.

3.14 Projects within the LTCP are at different stages of delivery. Some are the subject of feasibility studies, others are undergoing project level design and application for consent, whereas others are consented and under construction. Therefore, varying level of detail is available. Where information such as geographical location is not available, uncertainty is identified in the assessment. Where projects are likely to have significant effects, further environmental assessment is applied as part of consenting. Although this SEA draws on this information

[3] The Environmental Assessment of Plans and Programmes Regulations 2004, SI 1633, Schedule 2 (8)

where it exists, assessments are generally produced to the same level of detail to aid consistency and comparison.

Community Impact Assessment

3.15 The Community Impact Assessment for the 2020 LTP assessed 10 policy themes. The CIA takes a similar approach to the SEA and assesses new policies. It also groups projects into different types for assessment. The CIA Report will present any new assessments of the changed policies once these have been developed, and a summary of the results of the previous assessment.

Habitats Regulations Assessment

3.16 Habitats Regulations Assessment has three stages:

i. Screening: to check if the plan or project is likely to have a significant effect on a Natura 2000 site's conservation objectives. If not, no further assessment is required.
ii. Appropriate Assessment – to assess the likely significant effects of the plan or project in more detail and identify ways to avoid or minimise any effects.
iii. Derogation – to consider if proposals that would have adverse effects on a European Site have an exemption. This comprises three legal tests: whether there are any feasible alternative solutions that are less damaging, if the plan or project is required for reasons of over-riding public interest, and that compensatory measures can be achieved.

3.17 A screening report was produced for the 2020 LTP and this identified 13 European Sites within the zone of influence of the LTCP. The screening concluded that there are no likely significant effects on any European Site arising through adoption of the 2020 LTP either alone or in combination with other reasonably foreseeable plans and projects.

3.18 In order to update the HRA, an updated Screening Report has been produced to determine:

- Any additional European Sites,
- Whether the changes to policies and projects are likely to have a significant effect on any of the site's conservation objectives, and
- Update to the plans and projects considered for in-combination effects.

4 Baseline and SEA Framework

Introduction

4.1 Under the SEA process, relevant 'policies, plans, programmes' are reviewed at the scoping stage[4] to identify key environmental objectives which are applicable to the assessment. A review of the baseline information and trends over the timeframe of the LTCP are used to identify sustainability issues and opportunities. This section provides a summary of updated baseline information, building on the information provided for the SEA for the 2020 LTP and supporting appendices[5].

Policies, Plans and Environmental Protection Objectives

4.2 Several key themes and objectives were summarised from the previous review of policies, plans and programmes:

- The importance of natural capital and ecosystem services.
- Conserve flora and fauna and their habitats
- Conservation and wise use of wetlands and their resources
- Protection of wild birds and their habitats
- Promote and achieve biodiversity net gain
- The creation and long-term provision of green infrastructure
- Protection of landscape character and quality
- Improve water quality so all waters achieve 'good status' as set out in the Water Regulations
- Prevent or limit inputs of pollutants into groundwater
- Reduce and manage the risks of flooding
- Reduce greenhouse gas emissions and improve air quality
- Adapt to the impacts of climate change
- Increase resource efficiency and reduce natural resource use and waste
- Promote sustainable and active modes of transport, accessible for all
- Improve the health and safety of transport
- Create a green economy and promote sustainable growth
- Promote sustainable and healthy communities
- Promote social inclusion and community participation

[4] Government guidance on Strategic Environmental Assessment and Sustainability Appraisal available at: https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal

[5] Mott MacDonald, May 2019, Cambridgeshire and Peterborough Combined Authority Local Transport Plan, Strategic Environmental Assessment – Environmental Report; Appendix B Review of Policies, Plans and Environmental Protection Objectives and Appendix D Baseline Review.

- Protect historic environment assets including archaeology and built heritage
- Protect best quality soils and agricultural land
- Improve health and wellbeing of communities and reduce health inequalities.

Summary of Environmental baseline

4.3 A summary of the updated baseline review is presented below.

Table 4 Summary of the baseline

Topic	Key points from baseline
Natural Capital	• Sources of information include the Ox-Cam Local Natural Capital Plan (LNCP) and Green Infrastructure Opportunity Mapping project undertaken for the Greater Cambridge Local Plan. • Natural Capital spans many of the environmental topics listed below. It includes biodiversity, soils and land-use, climate change, air and water quality, physical and mental health.
Population and Health	• Population is expected to increase to over 1 million by 2036 due to the planned housing growth, primarily in Cambridgeshire. • 20% of the population under 15, and 18.5% over 65; ethnicity is predominantly white, urban areas have higher proportion of BAME. • In terms of Indices of Multiple Deprivation, Peterborough is the most deprived authority in CPCA and is in the most deprived 20% in England. • Health issues and opportunities relating to transport include poor air quality and road safety, in addition to opportunities for improving health and inequalities through active travel.
Biodiversity	• There are designated sites for nature conservation across the CPCA, ranging from international to national and local importance. • There are also Ancient Woodlands, protected species and Priority Habitats and Species. • The Cambridgeshire's Green Infrastructure Strategy[6] identifies a 'Strategic Network' of GI priorities to provide or enhance GI to 2031 and there are opportunities for biodiversity net gain.
Historic Environment	• There are a number of designated heritage assets including Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas. • There are also undesignated assets, historic landscapes and unknown archaeology.
Landscape	• There are no national designations for landscape but there is a large area of designated Greenbelt around Cambridge, designated to prevent urban sprawl into open countryside. • The region lies within the arable agricultural core of England which dominates the rural landscape and is reflected in the 'National Character Areas' within the CPCA.
Soil	• There are 11 nationally designated geological sites within the CPCA. • Due to the underlying geology, the soil is rich in nutrients and the area is predominantly 'best and most versatile' agricultural land.
Water	• Flood risk is a significant concern across the CPCA. Without flood defences, 34.5% of the Cambridgeshire and Peterborough area is at high risk of flooding.

[6] Produced by a partnership in June 2011: https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf

	• Cambridgeshire and Peterborough fall within the Anglian River Basin Management Plan, river catchments are the River Nene, River Welland, River Great Ouse, River Lark, and River Cam. Transport can contribute to poor river quality, through polluted run-off and altering the physical channel.
Air quality	• Air quality in the CPCA is varied and while in rural areas air quality is generally good, other areas have poor air quality due to transport or industry. • There are seven Air Quality Management Areas (AQMAs) designated because emissions from road traffic means that legislative objectives for air quality are not likely to be achieved.
Climatic factors	• Road transport accounts for a significant proportion of carbon emissions in Cambridge and Peterborough. • Climate change in the region means hotter temperatures, increased flooding and storms, all of which can affect transport.
Material assets	• The CPCA has an extensive transport network which supports the regional economy, it is well connected by road and rail. • Construction and management of transport infrastructure has the potential to use natural resources and generate waste.

Issues and Opportunities

4.4 Key issues and opportunities for the LTCP are identified in Table 5 below. These reflect issues and opportunities identified for the 2020 LTP and have been updated to reflect latest policy and guidance, baseline and comments from statutory consultees.

Table 5 LTCP Sustainability Issues and Opportunities

Topic	Issues	Opportunities
Natural Capital	There is potential for the LTCP to affect natural capital and the services the natural environment provides as set out under the topics below.	There is also the potential to enhance the region's natural capital through the LTCP, these are described under individual topics below.
Population, communities and human health	Travel by car and associated congestion can reduce the efficiency and reliability of the transport network, reduce accessibility, contribute to air quality and associated human health effects, and discourage investment and economic growth.	There are opportunities to ensure transport links are reliable and accessible for all; and promote active and sustainable modes of travel to reduce reliance on car use. There are opportunities to improve health through improving air quality, physical and mental health.
Biodiversity, flora and fauna	Transport infrastructure can directly or indirectly affect designated and non-designated sites, habitats and species through loss of land, disturbance and damage. Impacts include fragmentation of habitats, deposition from emissions to air, collision with road traffic and disturbance from physical presence, noise or lighting, including in some cases from pedestrians and cyclists insensitive areas.	The LTCP should seek to protect and enhance biodiversity. There are opportunities for biodiversity net gain, enhancing green infrastructure, promoting and sustainable design and increasing natural capital.
Historic Environment	Transport can affect designated and non-designated heritage assets and erode landscape/seascape/townscape character or quality, the historic environment and/or people's enjoyment	Transport has the potential to deliver heritage-led regeneration and supporting the vitality and viability of town centres

	of it. For example, traffic congestion, air quality, and noise pollution affects the historic environment.	It can help develop a stronger sense of place and local distinctiveness by informing design
Landscape	Transport infrastructure can affect the landscape and townscape character. New infrastructure, signage, lighting, traffic and noise are all sources of impact.	There is the opportunity to enhance green infrastructure and improve the quality of the built environment through infrastructure design and reducing vehicular traffic.
Soil	New transport infrastructure leads to the loss of soils which can have implications on biodiversity, flood management, water quality and carbon storage, particularly in relation to the lowland peat soils. It can also lead to soil contamination.	There are opportunities to maximise use of existing transport infrastructure to minimise impact from new land-take on soils and agricultural land.
Water	Transport can contribute to water pollution through spills and contaminated run-off. Transport infrastructure can also increase the impermeable layer, increasing the speed at which rainwater enters watercourses therefore contributing to flood risk.	There are opportunities to increase pollution protection and reduce flood risk through design, for example route alignments avoiding sensitive waterbodies or flood zones where possible and incorporation of Sustainable Drainage Systems.
Air	Increasing private vehicle use leads to congestion and air pollution, with associated impacts on human health and roadside vegetation.	There are opportunities to reduce emissions of nitrogen dioxide through providing efficient transport alternatives to the car, reducing congestion and encouraging alternative fuels including Electric Vehicles (EV).
Climatic factors	Transport is a significant source of carbon emissions and growth in journeys by road vehicles will increase emissions. Transport infrastructure is vulnerable to flooding. Climate change hazards, such as high temperatures and storms, can result in disruptions, delays and closure of transport modes.	The LTCP can contribute to climate change mitigation and adaptation measures. It plays a role in reducing carbon emissions, through reducing the need to travel by car. Provision of travel information and design of resilient transport networks provides adaptation to climate change.
Material assets	Increased housing and development can place additional pressures on the transport network resulting in construction of new transport infrastructure.	There is the opportunity to utilise existing transport infrastructure and minimise new infrastructure through improving digital connectivity and improving efficiency of connections to new and existing housing developments and key services.

SEA Framework

4.5 This section sets out the SEA Framework which will be used to assess the LTCP and alternatives. The SEA Framework is comprised of SEA Objectives and guide questions. The SEA Objectives are developed using:

- The review of policies, plans and programme in Section 3 and
- The baseline, trends and issues in Section 4.

4.6 The use of objectives is not a requirement of the SEA Regulations, but their use is a recognised method of assessing the effects of a plan. The SEA Framework is presented in Table 6 below.

Table 6 SEA Objectives

SEA Topic	LTCP SEA Objectives
Population, Communities and Human Health	1. Improve the health of the population and reduce health inequalities between areas and groups
	2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents
	3. Improve accessibility to key services, employment and recreational areas for all areas of the community
	4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks
	5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking
Biodiversity, Flora and Fauna	6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels
Historic Environment	7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character
Landscape	8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character
Soil	9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land
Water	10. Protect and enhance the quality of the water environment
	11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk
Air	12. Protect and improve local air quality, particularly in the AQMAs
Climatic Factors	13. Minimise greenhouse gas (GHG) emissions and reduce Cambridgeshire and Peterborough's contribution to climate change
	14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards
Material Assets	15. Maximising the use and lifespan of existing transport infrastructure

5 SEA Assessment

Introduction

5.1 This section sets out the findings of the assessment as follows:

- Identification of alternatives to the LTCP, in this case the previous LTP.
- The assessment of LTCP Policies, both new policies and previous policies (Appendix C.
- The assessment of LTCP Projects, both new projects and previous projects (Appendix D).
- A comparison between the LTCP and previous 2020 LTP.

Identification of Alternatives

5.2 Four broad transport strategies were considered by Mott MacDonald in the development of the 2020 LTP[7]. Each strategy placed a different level of focus on investment and financial support for the highway network, bus and rail network, and walking and cycling network as follows:

- Strategy 1: 'Highway – max' – intensive investment in highway infrastructure, limited investment in public transport and walking/cycling.
- Strategy 2: 'Public Transport – max' – intensive investment in public transport, limited investment in walking/cycling, 'do minimum' investment in highways.
- Strategy 3: 'Managed demand' – limited investment in public transport and walking/cycling; 'do minimum' investment in highways.
- Strategy 4: 'Blended' – intensive investment in walking/cycling, with complementary, intensive investment in public transport and highway infrastructure dependent on local context and objectives, supported by demand management.

5.3 Strategy 4: 'Blended' was adopted for the 2020 LTP. This strategy provided the best balance of benefits against all the objectives – economic, social, and environmental. This blended approach has also been carried through to the LTCP.

5.4 The alternative to implementing the LTCP is to continue the adopted 2020 LTP. The 2020 LTP is aligned to the Strategic Spatial Framework (non-statutory) and Local Plans. Phase 1 of the Strategic Spatial Framework sets out how the CPCA will support the implementation of development strategies in Local Plans to 2036, so the 2020 LTP could reasonably remain in place without an update. As described in paragraphs 2.1 – 2.2 above, the main reasons for update is to reflect changes in environmental policy; travel patterns as a result of COVID-19, including increasing importance of digital technology; as well as addressing socio-economic challenges. This has led to additional policies and updated projects.

5.5 A summary of the assessment of the 2020 LTP is presented below:

[7] Mott MacDonald, January 2020, Cambridgeshire and Peterborough Combined Authority Local Transport Plan, Strategic Environmental Assessment – Environmental Report.

Summary of 2020 LTP

The SEA undertaken for the Cambridgeshire and Peterborough LTP has helped to identify the likely effects of the LTP policies and projects. The LTP strategy focuses on a range of significant capital investments in highway, public transport and walking and cycling infrastructure, designed to support a significant increase in travel demand (expected to be generated by significant new development) but tailored to the local geographic and travel context. Overall the LTP is likely to have significant positive social effects from increased accessibility (both affordability and connectivity), increased choice and reliability of sustainable transport modes, economic growth, and health benefits. The LTP promotes sustainable transport modes including low and zero emission vehicles which will help reduce transport-related emissions providing benefits for air quality, GHG reduction and health.

The LTP promotes new road and rail transport infrastructure which has the potential for positive or negative effects depending on the location of the projects and mitigation measures incorporated into the design. Negative effects could include habitat loss and fragmentation, death, injury or disturbance to species, visual impacts, damage to heritage assets an archaeology, effect on setting of heritage assets, land take including loss of agricultural land, and water pollution. There is also opportunity to provide positive effects through design and co-ordination with partners and other organisations, including habitat creation and enhancement, incorporation of green infrastructure, increased access to the natural and historic environment (although increased pressure on these assets would need to be managed), increased accessibility and connectivity, and facilitating economic growth. The LTP also contains policies that aim to reduce negative effects associated with transport infrastructure and protect and enhance the natural and built environment including requiring a Construction Environmental Management Plan (CEMP) and considering environmental protection and enhancement within project design. The SEA process has also resulted in mitigation and enhancement measures being identified for the LTP to strengthen environmental outcomes.

Mott MacDonald, 2020, Cambridgeshire and Peterborough Combined Authority Local Transport Plan – Strategic Environmental Assessment – Environmental Report, Non Technical Summary

Assessment of Policies

5.6 The policies from the 2020 LTP have all been carried forward to the LTCP and a summary of the previous assessment is presented below in Appendix C. There will be additional policies for digital connectivity and decarbonisation. The assessment for digital connectivity is based on the Digital Connectivity Strategy[8] and is presented in Table 7. The CPCA are in the process of developing decarbonisation policies so the assessment at this stage is indicative and presented in Table 8 and will need to be confirmed when the LTCP is updated following consultation. The assessment is based on the following scale:

[8] CPCA, 2021, Digital Connectivity Strategy 2021-2025: https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/digital-sector-strategy/Digital-Connectivity-Infrastructure-Strategy-2021-2025-Nov-2021.pdf

Assessment scale	Significance of effect
+++	Major positive effect
++	Moderate positive effect
+	Minor positive effect
0	Neutral or no effect
-	Minor negative effect
--	Moderate negative effect
---	Major negative effect
?	Requires further classification or mixed effects

5.7 Significance is determined using a range of factors, including the sensitivity of receptors, magnitude of effects, as well as professional judgement. Neutral and minor effects are not considered 'significant' in terms of the SEA Regulations.

Table 7 Assessment of Digital Connectivity Policies

Objective: Digital Connectivity

LTCP Policy Theme: Digital Connectivity

SEA Objectives	Policies				Summary of effects.
	Broadband	Mobile	Smart	Access & Inclusion	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	++	++	++	Broadband infrastructure can improve access to healthcare and reduce health inequalities, it can also increase the divide for those that cannot afford the service. The Strategy includes public access Wifi provision and digital connectivity infrastructure for social housing residents. Increasing digital connectivity coverage can increase access to healthcare services, e.g. through 'tele-health', and also help with mental health and social isolation. While members of the public sometimes have health related concerns regarding mobile phone masts, however, there is no evidence of adverse helath effects within the current guidance[9]. New technologies can also support care by sensing e.g. if someone has fallen.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	0	0	Digital connectivity policies are unlikely to affect safety on the transport network.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	++	++	Target of 85% gigabit-capable broadband by 2025. 95% of adults have access to a mobile phone while Ofcom reported that in 2020, the vast majority (85%) of all adults used a smartphone to go online for a wide range of activities, including socialising, shopping, home working, banking, healthcare and entertainment. This can be improved through initiatives

[9] https://www.gov.uk/government/publications/mobile-phone-base-stations-radio-waves-and-health/mobile-phone-base-stations-radio-waves-and-health

					such as public Wifi in Peterborough City Centre, CambWifi amd connectivity for social housing.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+/-	++	++	0	Integrating fibre ducting in transport and other infrastructure schemes, means a 'dig once' approach. However, there is also short term disruption, including road closures from installation of fibres. Mobile and smart technology provides information to users of all transport modes which improves journey choices and efficiency.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	+++	+++	0	While digital connectivity can avoid the need to travel by car, mobile connectivity is also an important underpinning technology to improve bus services. To be successful, Demand Responsive Transport (for example, for booking public transport online) and new travel hubs will need travellers to be able to book, track services and understand disruptions to give the best possible customer experience. Better real-time travel information can help residents make more sustainable journeys.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	?	?	0	Broadband infrastructure largely ustilises routes of existing services – commonly using pavements and streets. Where small areas outside these are affected, any effects would need to be mitigated, e.g. through reinstatement.
7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	0	---	0	0	Broadband infrastructure largely ustilises routes of existing services – commonly using pavements and streets. Where small areas outside these are affected, any effects would need to be mitigated, e.g. through reinstatement. Upgrading of mobile masts and new masts for 4G and 5G operators requires taller structures (18-20m) and this can affect the setting of historic assets.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	---	0	0	Broadband infrastructure largely utilises routes of existing services – commonly using pavements and streets. Where small areas outside these are affected, any effects would need to be mitigated, e.g. through reinstatement. Upgrading of masts and new masts for 4G and 5G operators requires taller structures (18-20m) and this can affect landscapes and townscapes. 'Street clutter' can also result from deployment of small cells, infrastructure sharing (e.g. multi-use poles) can help mitigate these effects.

9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	-/+	0	0	Broadband infrastructure largely utilises routes of existing services – commonly using pavements and streets. Where small areas outside these are affected, any effects would need to be mitigated, e.g. through reinstatement. New masts for 4G and 5G. Agricultural IoT devices will allow farmers to better measure crop health.
10. Protect and enhance the quality of the water environment	0	0	++	0	Broadband infrastructure largely utilises routes of existing services – commonly using pavements and streets. Where small areas outside these are affected, any effects would need to be mitigated. Monitoring of water usage and flooding, allowing better management regimes to lower water consumption
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	Broadband infrastructure unlikely to reduce risk of flooding or contribute to flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	0	0	+	0	Broadband infrastructure unlikely to affect air quality. There may be some temporary congestion during road works to install fibres, but this is considered neglgible. In future, air quality sensors can measure pollution, informing policies to reduce the impact on residents' health.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	++	+	Digital connectvity can reduce journeys by car and other forms of transport, reducing GHG emissions, although emissions from use of data remain. Increasing the number of people who can access this information has potential to further reduce GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	++	++	++	+	Telecommunications is one of 13 sectors overseen by Government as part of the Critical National Infrastructure (https://www.ncsc.gov.uk/section/private-sector-cni/cni) and systems can be at risk from extreme climate events. However digital connectvity can improve reilience by providing information regarding climate events, such as flood alerts, and enable the population to take mitigative actions. Increasing the number of people who can access this information, increases resilience.
15. Maximising the use and lifespan of existing transport infrastructure	+	-	+	0	Integrating fibre ducting in transport maximises existing use of infrastructure. Requirement for new infrastructure including masts. In

					order to reduce this requirement, there is an opportunity for multi-use poles to integrate small cell mobile coverage and wifi access points with street lighting and other functions.

Table 8 Assessment of Decarbonisation Policies

Objective: Climate

LTCP Policy Theme: Decarbonisation (policies to be confirmed)

SEA Objectives	De-carbonisation	Summary of effects.
1. Improve the health of the population and reduce health inequalities between areas and groups	+ ?	Policies for decarbonisation have potential for health benefits including increased active travel and improved phyiscal and mental health; and reduced traffic emissions, which can benefit air quality and respiratory disease. There is also improved wellbeing associated with tackling climate change, which can reduce anxiety. The extent of these effects, for example replacing car travel with other modes, will depend on policies so there is some uncertainty.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0?	Policies for decarbonisation are unlikely to contribute directly to improved health and safety.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0?	Policies for decarbonisation are unlikely to directly improve accessibility.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0?	Policies for decarbonisation are unlikely to affect reliability of transport network in relation to economic growth and competitievness.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++?	Policies for decarbonsiation will need to focus on reducing travel by car and improving sustainable modes of transport.

6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+?	Policies which reduce greenhouse gas emissions will help mitigate climate change, this is likely to reduce the impact of environmental changes (for example seasonal changes and reproduction, flooding and water scarcity, predation and availability of prey, change in habitats, extreme weather events etc) which will affect biodiversity. Reduced emissions will also reduce deposition of nitrigen dioxide and also potentially particular matter.
7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	+?	Policies for decarbonisation are unlikely to directly affect the historic environment, although indirectly, reduced traffic (congestion, noise and emissions to air) may improve the setting of heritage assets.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+?	Policies for decarbonisation are unlikely to directly affect landscape and townscape, although indirectly, reduced traffic (congestion, noise and emissions to air) may improve the setting of heritage assets.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0?	Policies for decarbonisation are unlikely to affect soils and greenfield land.
10. Protect and enhance the quality of the water environment	0?	Policies for decarbonisation are unlikely to water resources.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+?	Policies which reduce greenhouse gas emissions will help mitigate climate change, including impacts such as flooding.
12. Protect and improve local air quality, particularly in the AQMAs	+?	Decarbonisation policies which reduce travel by car have the potential to improve air quality through reduced emissions. However, use of alternative fuels (EV) may still affect air pollution from some particulate matter (tire wear and road surfaces), so the extent will depend on the nature of the policies.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+++?	Minimising greenhouse gas emissions is central to the inclusion of decarbonisation policies.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	++?	Policies which reduce greenhouse gas emissions will help mitigate climate change, including extreme weather and impacts such as flooding.

15. Maximising the use and lifespan of existing transport infrastructure	0?	Decarbonisation policies are unlikely to affect existing transport infrastructure alone, any impacts of developing new infrastructure for sustainable transport modes would be captured in project level assessments.

Assessment of LTCP Projects

5.8 Table 2 (Updated LTCP projects) sets out the projects which have been carried over from the previous 2020 LTP and projects which are new to the LTCP. New projects have been assessed in Table 9- Table 12. The assessment of projects from the 2020 LTP is in Appendix D. The assessment scale is the same as that applied to policies above.

Table 9 Assessment of Snailwell Loop

Intervention name	Snailwell Loop
Intervention type	Rail
Description	To develop a business case in collaboration with partners for the reinstatement of this line which not only connects communities but provides resilience in part of the rail network currently under extreme strain. Reopening the 'Snailwell Loop' would provide a direct service between Newmarket and Cambridge by reinstating a portion of the line removed in 1965. This would allow passengers to travel from Soham direct to Cambridge without changing at Bury St Edmunds or Ely.
Local Authority/ Location	East Cambridgeshire/ Snailwell
Current status	Feasibility/ Business case
baseline	Chippenham Fen (Special Area of Conservation, Ramsar site, National Nature Reserve) – 3km north Newmarket Heath Site of Special Scientific Interest – 800m Southeast Entrance drive to Chippenham Hall Park and Garden (Grade II Listed) – 600m East

SEA Objectives	Assessment	Summary of effects.
1. Improve the health of the population and reduce health inequalities between areas and groups	+	Provision of public transport, reduced emissions to air and related respiratory problems.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	Connects communities – Soham (assuming new rail station) would have a direct link to both Newmarket (no current connection) and Cambridge (currently need to change at Ely) to provide better access to jobs, education, health care and other services.

4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	Soham, including 2,300 new homes proposed on the eastern and southern edges of the town, would benefit from the reinstatement, alongside a new rail station, allowing direct access to Cambridge.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	Providing a car-free alternative to the City of Cambridge, reducing traffic and congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+/-	There is no anticipated impact on Newmarket heath SSSI designated for calcareous grasslands, which lies on the other side of the Bury St Edmonds rail line and A1304 from the proposed Snailwell Loop. The disused route will be utilised and is surrounded by intensive agriculture, playing fields and horse paddocks. There are may be opportunities to enhance green infrastructure through improving connectivity of hedgerows adjacent to the line, which may also be impacted during reinstatement works. Any impacts on protected species would need to be identifies and mitigated as part of project implementation.
7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	0	The Snailwell loop is separated from the entrance to the Chippenham Hall by the Cambridge to Bury Line (which also croses the 3.2km drive), so is not expected to introduce new infrastructure into the setting of registered gardens. Potential for some increased noise from intermittant rail movements, however, in the context of existing rail movements and traffic on the A1304 and A14, this is not anticipated to be significant. There are no oher designated assets likely to be affected by the proposal, which follows a disused line. There are limited opportunities to enhance heritage assets due to the nature and location of the proposal, although there may be wider positive effects of connecting communities with the historic centres of Cambridge and Newmarket.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The project lies within the Brecks National Landscape Character Area, no designated landscapes would be affected. The reinstatement of existing linear feature would not have a signifcicant adverse effect. There may be opportunities to enhance green infrastructure through improving connectivity of hedgerows adjacent to the line, which may also be impacted during reinstatement works.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	+	The project uses an existing route, minimising impact on agricultural and other greenfield land. The existing line is likely to contain some contamination, there may be an opportunity to ensure that continued use is consistent with land quality.

10. Protect and enhance the quality of the water environment	0	There are no main rivers crossed by the proposal but the Watercourse lies approximately 1.5km to the southwest in Newmarket. There is likely to be some existing contamination along the former rail line, and pollution prevention measures would need to be taken during construction to prevent contaminated run-off.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	The line is within Flood Zone 1 (less than 1 in 1000 risk of flooding) and does not introduce new areas of hardstanding or other sources of flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	++	The project will provide a direct line to Cambridge, reducing traffic emissions that contribute to the Cambridge AQMA.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	The project will reduce carbon emissions from road traffic and will not signficiantly increase emissions from rail.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	Sections of the line between Soham and Cambridge cross Flood Zone 1, so the project would not improve resilience, although there is no negative impact on existing resilience to climate hazards.
15. Maximising the use and lifespan of existing transport infrastructure	+++	The reuse of disused rail line makes best use of existing infrastructure, minimising environmental impact.

Table 10 Assessment of Cambourne to Cambridge Bus Improvement Scheme

Intervention name(s)	**Cambourne to Cambridge**
Intervention type	Public Transport, Active Travel
Description	A new route, bypassing other road traffic, will provide a public transport alternative to avoid congestion and make quicker journeys, with provision for walking and cycling, in addition to a new travel hub (Scotland Farm) including park and ride off the A428/A1303
Local Authority/ Location	Cambridge and South Cambridgeshire
Current status	Design – Preparation of planning application, Environmental Impact Assessment, Habitats Regulations Assessment

Baseline	Outline Business Case January 2020 for assessments[10] • Designated sites for nature conservation: Eversden and Wimpole Woods SAC is located approximately 6.5km to the south; Madingley Wood SSSI 0.9km to the east; Caldecote Meadows SSSI is 1.6km to the south; Hardwick Wood SSSI is 1.7km to the south • Undesignated sites: Madingley Slip Road RSV County Wildlife Site (CWS) to the north of the Phase 2 route opposite the Long Road/St Neots Road junction – separated from the proposed scheme by the existing carriageway of A428; Bucket Hill Plantation Grassland CWS – 0.9km to the south on Bourn Airfield; and Scrubland east of the M11 CWS – within the footprint of Phase 1 of the scheme • Landscape: Part of the route is within designated greenbelt • Listed Buildings: numerous buildings including settings of St Peters Church in Cotton and the American Cemetery on Madingly Hill • Conservation Areas: Coton Village and West Cambridge

SEA Objectives	Assessment	Summary of effects.
1. Improve the health of the population and reduce health inequalities between areas and groups	++	A Social Impact Appraisal was undertaken as part of the Outline Business Case (OBC). Assessment of physical activity found there was a moderate beneficial effect, as part of the scheme encourages walking and cycling. A Distributional Impact Appraisal was also undertaken for the OBC, to consider the variance of transport intervention impacts across different social groups, seeking to identify those social groups that would be

[10] Mott MacDonald, 2020, Outline Business Case and supporting assessments. **https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/C2C/C2C-OBC-Jan-2021/C2C-Jan-2020-App-2-Non-technical-summary-report.pdf** and current consultation: https://consultcambs.uk.engagementhq.com/c2c-eia-2022

		adversely or beneficially disproportionately impacted by the intervention. The scheme has been assessed as mostly generating positive impacts across the social groups identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	A Social Impact Appraisal was undertaken as part of the OBC. Assessment of accidents found there was a slight beneficial effect, the scheme provides a designated route for pedestrians and cyclists.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	A Social Impact Appraisal was undertaken as part of the OBC. Assessment of accidents found there was a slight beneficial effect.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The proposed scheme would significantly improve East-West connectivity and presents an opportunity to support Cambridge's growing population and workforce in conurbations to the west of the city, whilst managing the growing travel demand. The project would help to connect such growing communities, whilst enabling them to evolve and access the increasing number of jobs and opportunities in the city and on its periphery.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking.	+++	The scheme provides alternative travel options to the car. Analysis of journey times for the OBC found that the scheme particularly benefited the morning traffic peak with buses being more reliable and a journey savings time of approximatly 20 minutes. This will help encourage commuters to use buses.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- -	The route avoids all sites protected for ecological purposes except where it crosses the City Wildlife Site on the eastern side of the M11. This narrow protected site has relatively poor value scrub which would be impacted by the loss of about 110m of scrub where the route crosses it. A Habitats Regulations Assessment will be undertaken as part of the project design and consenting due to potential for loss of supporting bat habitat for Eversden and Wimpole Woods Special Area of Conservation (SAC). There are known protected species near the impacted area but they are not resident on or adjacent to the scheme and measures will be put in place to prevent their harm during construction or operation of the route. The remainder of the route impacts on habitat of value as it crosses Coton Orchard and around the Waterworks site at Madingley. There are also a number of trees that will be lost, including TPOs and the route will need to be designed to minimise loss. A biodiversity net gain assessment has been carried out on the initial design of the scheme, which showed that with the mitigation opportunities that exist along the route there is potential for significant net gain to be derived from the project.
7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	- -	The setting of the Coton listed buildings and conservation area is likely to be impacted by the introduction of the new infrastructure through the rural edge of the village. This indirect impact will reduce over time with the introduction of new planting to soften the visibility of the new route. The potential for buried archaeology along

		the route and further investigation required prior to construction will be undertaken to confirm the presence of archaeology.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- -	Where the route uses existing highways within Camborune and follows existing routes, the landscape and townscape is negligible or reduced. However, offroad sections of the route cross open rural landscape and the segregagted route will result in the loss of existing vegetation. With appropriate design features and planting it is considered the impact will be moderate adverse initially, improving over time to be minor adverse – but the final assessment will be confirmed in the EIA process.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The offroad sections of the route and travel hub will require greenfield land-take. The project would seek to minimise land take, whilst ensuring that the extent is sufficient for the purposes of the construction and operation of the project.
10. Protect and enhance the quality of the water environment	0	The route crosses no main rivers and has no direct impact on any users of surface or groundwater in the area. There are no source protection zones (defined around public water supplies from groundwater) crossed by the route.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	The route has no impact on any flood zones and will not impact on the Bin Brook on Adams Road as on this section the route will not affect the existing highway and drainage network. Drainage along the route will be designed to incorporate sustainable urban drainage wherever possible and measures to introduce elements of natural flood management will be considered as well.
12. Protect and improve local air quality, particularly in the AQMAs	0	Poor air quality in the Cambridge AQMA is largely due to vehicle traffic, so any scheme that seeks to reduce the number of vehicles entering the city centre should bring benefits to air quality. Along the route itself the number of buses that will operate are not sufficient to create a poor air quality risk. However, during the EIA the air quality implications of the scheme will be modelled to consider the changes in traffic more widely and along the route itself.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	The scheme is a key part of the strategy to achieve such modal shift by providing high quality public transport. In creating this option for travel there will be some embedded carbon implications of any construction works. Therefore one element of the design decision will be to minimise the carbon footprint of the construction works. During operation the carbon footprint of the scheme will be further minimised by requiring operators to use vehicles that achieve minimum standards in CO2 emissions. Operators will also be encouraged to consider alternative hybrid or electric powered vehicles.

14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	The route is within Flood Zone 1 so less suseptible to flooding, however, it remain vulnerable to other climate hazards such as high winds and temperatures.
15. Maximising the use and lifespan of existing transport infrastructure	+/ --	While the scheme does use existing highway within Cambourne, there are substantial sections where a new route is created.

Table 11 Assessment of Active Travel Schemes

Intervention name(s)	**E-scooter Trial and E-bikes; Thorpe Wood cycleway; Active Travel Strategy, First mile/ last mile**
Intervention type	Active travel
Description	The CPCA have been successful in the latest round of bidding from central government for active travel improvements, including cycling and walking improvements. Cambridge participated in the Department for Transport (DfT) e-scooter trial schemes, which commenced in 2020 and are due to end in November 2022. For 2022/23 the expansion of the E-bike service across Cambridgeshire and Peterborough will be considered. The Active Travel Strategy provide a comprehensive set of policies that will enable quality provision of active travel infrastructure and initiatives in Cambridgeshire to contribute to the County Council's target to achieve Net Zero Carbon by 2045.
Local Authority/ Location	Regional with individual schemes at specific locations.
Current status	Feasibility
Baseline	Location dependent

SEA Objectives	**Assessment**	**Summary of effects.**

1. Improve the health of the population and reduce health inequalities between areas and groups	+++	Active travel improves public health through encouraging greater physical activity, improving mental health and providing cleaner and safer environments. The e-scooter scheme so far has tracked enthusiasm for more than 224,000 trips and has been used by more than 36,000 active users.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +++	While there is a risk of accidents for pedestrians, cyclists and other active travellers, these schemes have integrated safety measures. For e-scooters and e-bikes there is guidance on safe use including use of helmets, 18 age requirement and not using on pavements.[11] New cycle routes provide safer alternatives to existing road use through demarcation and segregation.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	The development of cycling infrastructure and connecting the infrastructure to other modes of public transport is likely to increase accessibility. The CPCA has led on social prescribing proposals to improve connectivity between communities and medical centres.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Evidence has demonstrated the uptake of active travel options within the CPCA, for example e-bikes and e-scooters. These projects have the potential for economic growth through increased tourism, access for commuters to employment and use of freight bikes.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	Projects which promote active travel as a viable and sustainable mode of transport are likely to reduce the need to travel by car, therefore reducing road traffic and congestion. For example, In the first 10 months of the Cambridge e-scooter trial, it is estimated that 73,000 fewer car journeys have taken place.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	Reducing car traffic can have benefits for vegetation adjacent to roads due to decrease in deposition of air pollutants.
7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	- / +	There is potential for minor impacts on heritage, for example, visual impact from new cycle lanes or 'street clutter' from e-bikes and scooter. However, this is reduced through design and siting, and reductions in car traffic improve the setting of heritage assets as well as reduce deposition of particulates from air pollution.

[11] https://www.cambridgeshire.gov.uk/news/guidance-issued-on-safe-use-of-e-scooters-and-e-bikes-in-cambridgeshire

8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-/ +	There is potential for minor impacts on townscape and landscape for example, visual impact from new cycle lanes or 'street clutter' from e-bikes and scooter, or loss of vegetation. However, this is reduced through design and siting, and reductions in car traffic improve townscape/ landscape as well as reduce deposition of particulates from air pollution.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	These active travel projects are unlikely to affect soils.
10. Protect and enhance the quality of the water environment	0	These active travel projects are unlikely to affect the quality of the water environment
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	These active travel projects are unlikely to affect flood risk
12. Protect and improve local air quality, particularly in the AQMAs	+++	Active travel alternatives are likely to have a major positive effect on air quality due to reduced car use. Information gathered by the CPCA on use of e-bikes has shown the total number of journeys completed on the 300 active e-bikes alone comprises a total 65,975kms (Oct 2021) and supports improved air quality through ultra-low emission travel.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+++	There is likely to be a major positive effect on reduction of GHG emissions, from the reduction of vehicle emissions. In the first 10 months of the Cambridge e-scooter trial, it is estimated that 73,000 fewer car journeys have taken place which equates to a 66-tonne reduction in Carbon Dioxide emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	These active travel projects are unlikely to affect vulnerability to climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	Active travel schemes largely use existing infrastructure.

Table 12 Assessment of Other Schemes

Intervention name(s)	**EV Charging Schemes and Outcomes from AFVS; 20 is plenty; ZEBRA – Zero Emission Buses; Future Bus Network; Demand Responsive Transport; Huntingdon Bus Station**
Intervention type	Public Transport, Other – Technology, fuels, etc.
Description	The Combined Authority and New Anglia LEP have commissioned an **Alternative Fuels Strategy** (AFS) for East Anglia and include battery, electric, hydrogen fuel cell and renewable natural gas vehicles. It looks at how uptake can be boosted including requirement for **EV Charging** infrastructure. The **20's Plenty** scheme reduces vehicle speeds; **ZEBRA** – Funding for 30 Zebra buses as part of the Zero Emissions Bus Regional Area programme. **Future Bus Network 2030** - public transport network that will better connect the places where people currently live and work, as well as encompassing the new and growing areasThis will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours. Cambridge with its polycentric employment sites, railway stations and Park and Ride sites will be better connected to the surrounding rural areas. **Demand Responsive Travel** uses technology (mobile app and call centre) to enable people in areas without public transport to pre-book their journey from walking distance of their home to key destinations. A 6-month trial with stage coach of 4 vehicles servicing the West Huntingdonshire rural communities, Huntingdon and St Neots has been undertaken and could be rolled out to other areas in the region. A study to identify an alternative location for **Huntingdon Bus Station** is proposed, while no site has been specified, there are existing issues around location and congestion.
Local Authority/ Location	Regional & Key areas above.
Current status	Feasibility

Baseline	Region- wide

SEA Objectives	Assessment	Summary of effects.
1. Improve the health of the population and reduce health inequalities between areas and groups	++	These projects improve health and reduce health inequalities through, either access to transport or reduced greenhouse gas and emissions to air. The 20's Plenty campaign says that lower vehicle speeds reduce casualties, encourage walking and cycling, and make neighbourhoods quieter, cleaner and more liveable. Use of demand responsive travel technology, alongside public wifi, can inform active travel and public transport choices.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	20's Plenty for Cambridgeshire estimate that introducing 20mph limits on 80 per cent of the roads in Cambridgeshire would result in a reduction of 104 casualties annually. People hit by a vehicle travelling at 30mph are four times more likely to die than those hit at 20mph, according to the campaign[12].
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Demand responsive travel provides transport information to facilitate better access and choices for transport to key services. The future bus network and relocation of Huntingdon bus station has the potential to improve accessibility.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Demand responsive travel provides real time information, informing effective transport decisions and improving journey time while the future bus network and relocation of Huntingdon bus station has the potential to improve efficiency of travel by bus.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	Reduced speeds encourage active travel like walking and cycling. Smart Cities also reduced congestion by providing transport information and better choices. These projects also have the potential to improve travel by bus.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0?	These projects are unlikely to affect biodiversity, although an alternative location for Huntingdon bus station is not known.

[12] https://www.cambridgeindependent.co.uk/news/call-for-20mph-speed-limits-in-cambridgeshire-where-people-l-9199854/

7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	0?	These projects are unlikely to affect the historic environment, although an alternative location for Huntingdon bus station is not known.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0?	These projects are unlikely to affect landscape and townscape, although an alternative location for Huntingdon bus station is not known.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0?	These projects are unlikely to affect soils, although an alternative location for Huntingdon bus station is not known.
10. Protect and enhance the quality of the water environment	0?	These projects are unlikely to affect the water environment, although an alternative location for Huntingdon bus station is not known.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0?	These projects are unlikely to affect flood risk, although an alternative location for Huntingdon bus station is not known.
12. Protect and improve local air quality, particularly in the AQMAs	++	Alternative fuels and ZEBRA buses improve air quality as they reduce emissions of nitrogen dioxide, although not particular matter. At this stage (feasibility) effects are likely to be minor, although implementation of interventions following the strategy could lead to increased benefits over time. The future bus network and demand responsive technology would lead to improved air quality by increasing reliability of these journeys and use by the public.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	The Alternative Fuels Strategy focuses on how the uptake of alternatively fuelled land vehicles can be boosted across East Anglia, what and how much infrastructure (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. Demand responsive technology, future bus network and alternative bus station would also lead to reduced GHG emissions by providing information on alternative transport, increasing reliability of these journeys and use by the public.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	++	Demand responsive travel can provide real time information on bus routes affected by climate change, such as flooding, storms or heatwaves, informing people of alternative travel choices, including not to travel. Other projects are unlikely to have an impact on this objective.
15. Maximising the use and lifespan of existing transport infrastructure	+?	The majority of these projects use existing infrastructure, an alternative location for Huntingdon bus station is not known.

Comparison of the 2020 LTP and LTCP

5.35 The LTCP contains some new objectives and associated policies and projects. A comparative assessment has been undertaken between the two plans against the SEA Objectives. Table 13 demonstrates the relative performance of the LTCP relative to the 2020 LTP.

Table 13 Comparison of the 2020 LTP and LTCP

SEA Objectives	Performance	Summary of effects.
1. Improve the health of the population and reduce health inequalities between areas and groups	⇧	The inclusion of digital connectivity within the LTCP provides additional opportunities to reduce health inequalities, particularly when including public wifi access with better online access to health care. Inclusion of active travel measures across the two plans is relatively similar.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	=	Both plans perform similarly, as both include a safety goal, objective, policies and safety measures are designed into transport projects with similar effects.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	=	Both plans perform similarly, as include a connectivity goal, objectives, policies and supporting projects with similar effects.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	=	Both plans perform similarly, as include a productivity goal, objectives, policies and supporting projects with similar effects.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	=	Both plans perform similarly, as promote public transport and active travel as alternatives to car use through policies and projects.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	=	Both plans perform similarly as have goals, objectives and policies for environmental protection and and enhancement. Projects in both plans result in positive and negative effects on biodiversity, the latter requiring mitigation.
7. Maintain, protect and enhance the historic environment, including archaeology and the historic landscape character	=	Both plans perform similarly as have goals, objectives and policies for protection and and enhancement of the built environment. Projects in both plans result in positive and negative effects on the histroic eenvironment, the latter requiring mitigation.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	=	Both plans perform similarly as have goals, objectives and policies for protection and and enhancement of the natural and built environment. Projects in both plans result in positive and negative effects on landscapoe and townscape, negative effects would require mitigation.

9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	=	Both plans perform similarly as have goals, objectives and policies for environmental protection and and enhancement. Projects in both plans result in negative effects on soils and greenfield land and require mitigation.
10. Protect and enhance the quality of the water environment	=	Both plans perform similarly as have goals, objectives and policies for environmental protection and and enhancement. The LTCP doesn't have any additional effects on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	=	Both plans perform similarly as have goals, objectives and policies for environmental protection and and enhancement. The LTCP doesn't have any additional effects flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	⇧	The LTCP includes additional policies for decarbonisation, which may also help improve air quality. Several road schemes included in the previous LTP have now been completed reducing congestion, no new road schemes are proposed under the LTCP.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	⇧	The LTCP includes additional policies for decarbonisation, and while no new road schemes have been proposed, transport is likely to continue to be a significant source of emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	⇧	Both plans perform similarly as have goals, objectives and policies for environmental protection and aenhancement. Inclusion of digital connectivity provides the opportunity to improve resilience through provision of information on the transport network affected by climate events.
15. Maximising the use and lifespan of existing transport infrastructure	=	Both plans use existing infrastructure, while some projects require new infrastructure. However, the inclusion of digital connectivity can reduce the need to travel, and minimise the need for new transport infrastructure for a growing population.

5.40 The LTCP has been developed to reflect updated policy, particularly around decarbonsiation, and transport patterns following COVID-19 as set out in paragraph 2.1. The LTCP therefore performs better than the 2020 LTP in relation to policies and projects to reduce traffic and greenhouse house emissions. This also improves air quality and health due to increased emphasis on active travel and public transport.

Cumulative Effects

5.41 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual policies or projects have a combined effect on an objective; or
- Where several plans each have insignificant effects, but together have a significant effect.

5.42 The assessment of the 2020 LTP concluded the following in relation cumulative effects of policies and projects within the plan:

The LTP strategy is a blended approach as described in Section 5. It focuses on a range of significant capital investments in highway, public transport and walking and cycling infrastructure, designed to support a significant increase in travel demand (expected to be generated by significant new development) but tailored to the local geographic and travel context. Overall the LTP is likely to have significant positive social effects from increased accessibility (both affordability and connectivity), increased choice and reliability of sustainable transport modes, economic growth, and health benefits. The LTP promotes sustainable transport modes including low and zero emission vehicles which will help reduce transport-related emissions providing benefits for air quality, GHG reduction and health.

The LTP promotes new road and rail transport infrastructure which has the potential for positive or negative cumulative effects depending on the location of the projects and mitigation measures incorporated into the design. Negative cumulative effects could include habitat loss and fragmentation, death, injury or disturbance to species, visual impacts, damage to heritage assets and archaeology, effect on setting of heritage assets, landtake including loss of agricultural land, and water pollution. There is also opportunity to provide positive effects including habitat creation and enhancement, incorporation of green infrastructure, increased access to the natural and historic environment (although increased pressure on these assets would need to be managed), increased accessibility and connectivity, and facilitating economic growth. There are also policies in the LTP that aim to reduce negative effects associated with transport infrastructure and protect and enhance the natural and built environment.[13]

5.43 It is considered that the additional assessment of policies and projects presented above does not change the assessment of cumulative effects and this can also be applied to the LTCP. The 2020 also assessed cumulative effects of policies and projects. Table 14 below sets out cumulative effects with other plans and policies, focusing on where these have been updated.

[13] pg72-73: https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/local-transport-plan/Reports-and-Appendices/Cambridgeshire-and-Peterborough-LTP-SEA-Environment-Report-rev-E.pdf

Table 14 Cumulative effects of the LTCP

Plan	Potential for Cumulative Effects
CPCA Local Plans	
Peterborough Local Plan, 2019[14] (to 2036)	Local Plans within the CPCA contain planning policies for sustainable development including environmental protection and enhancement. Proposed development within the CPCA has been taken into account in the preparation of the LTCP so that transport infrastructure can facilitate proposed growth and environmental protection objectives were identified in the IIA Scoping for the LTCP. Potential cumulative effects include effects on natural capital and greenhouse gas emissions as set out below: • Cumulative effects on natural capital (see below) • Direct and indirect effects on ecology, including designated or undesignated sites, habitats and species from new development. • Direct and indirect adverse effects on designated, non-designated or unknown heritage assets, for example due to land take or due to indirect effects on the setting of these assets. • Direct and indirect effects on landscape and townscape where proposed developments are located in close proximity to new transport schemes and in-combination erode character or introduce visual intrusion. • Adverse effects on surface water flooding due to increases in impermeable areas. • Increased greenhouse gas emissions from highways schemes and energy use from new development.
Cambridge Local Plan, 2018[15] (to 2031)	
East Cambridgeshire Local Plan, 2015[16] (to 2031)	
Huntingdonshire Local Plan, 2019[17] (to 2036)	
Fenland Local Plan, May 2014 (to 2031) and Emerging Local Plan (to 2040)[18]	
South Cambridgeshire Local Plan, 2018[19]	

[14] Peterborough City Council: **https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan**

[15] Cambridge City Council: **https://www.cambridge.gov.uk/local-plan-2018**

[16] East Cambridgeshire District Council: **https://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan-2015**

[17] Huntingdonshire District Council: **https://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/**

[18] Fenland District Council: **https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan---Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf** and **https://fenland.gov.uk/newlocalplan**

[19] South Cambridgeshire District Council: **https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/**

	Adverse impacts from new development, including housing, land for economic growth and transport infrastructure identified in these plans will need to be mitigated and opportunities for environmental net gain maximised, in line with environmental policy in the plans.
Transport Plans	
England's Economic Heartland Regional Transport Strategy[20]	Covers the authorities of CPCA, Northamptonshire (West and North), Bedford, Central Bedfordshire, Hertfordshire, Luton, Buckinghamshire, Oxfordshire, Swindon. Includes a five-point plan focusing on decarbonisation, digital infrastructure, strategic public transport schemes, active travel and freight and logistics. There is an investment pipeline for major schemes, which are reflected in the LTCP: • East West Rail: Bedford to Cambridge/ Cambridge to Ipswich • A1(M) East of England • Felixstowe to Nuneaton enhanced capacity for rail freight • Improved connectivity London-Bishops Stortford-Cambridge Corridor Effects of this schemes have been included within the Plan where relevant. No additional cumulative effects were identified.
Transport East Regional Strategy (under development)[21]	The priorities of the Strategy comprise decarbonisation to net-zero, connecting growing towns and cities, energising coastal and rural communities and unlocking international gateways. The Strategy identifies six core corridors, the two with the greatest potential to interact with the CPCA Region are: • Norfolk and Suffolk to Cambridge – Midlands – South West • Kings Lynn – Cambridge – Harlow – London Road and rail projects in particular have the potential for cumulative effects particularly in relation to biodiversity, historic environment, landscape and townscape and air quality and climate change.
Norfolk Local Transport Plan 4, 2021-2036[22] (Consultation draft)	Transport plans in adjacent authorities also have the potential for cumulative effects. These transport plans also need to reflect national policy and are therefore likely to have cumulative positive effects with the LTCP:

[20] **https://www.englandseconomicheartland.com/our-work/our-strategy/**

[21] https://www.transporteast.org.uk/about/our-documents/

[22] Norfolk County Council: **https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/local-transport-plan**

Suffolk Local Transport Plan 2011-2036[23] Hertfordshire Local Transport Plan 2018-2031[24] Central Bedfordshire Local Transport Plan 3 2011-2026[25] My Journey - Bedford Local Transport Plan 2011-2021[26] Northamptonshire Transportation Plan 2011-2026[27] Moving Rutland Forward - Local Transport Plan 4 2018-2036[28] Lincolnshire Local Transport Plan 2013-2023[29]	• Promoting active travel to improve health and reduce greenhouse gas emissions • Provide effective public transport to increase connectivity between communities, with employment and services; reduce inequalities and greenhouse gas emissions; • Providing safe transport systems to reduce accidents; • Improve health and quality of life through increasing vitality and reducing congestion in town centres; • Reduce car journeys to improve air quality, reduce greenhouse gas emissions, increase safety and benefit natural and built environment. • Increasing use of technology to reduce car journeys and emissions; improve efficiency of public transport and increase climate resilience; • Protection of the natural and built environment. Major projects which cross authority boundaries, such as East West Rail and the A1(M) improvements are delivered by national bodies or specifically created organisations and therefore effects across boundaries are considered as part of feasibility and planning.

[23] Suffolk County Council: **https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/local-transport-plan**

[24] Hertfordshire County Council: **https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx**

[25] Central Bedfordshire Council: **https://www.centralbedfordshire.gov.uk/info/55/transport_roads_and_parking/596/transport_strategy**

[26] Bedford Borough Council: **https://www.bedford.gov.uk/parking-roads-and-travel/strategies-and-projects/local-transport-plan/**

[27] Northamptonshire Highways: **https://www.northamptonshire.gov.uk/councilservices/northamptonshire-highways/transport-plans-and-policies/Pages/local-transport-plan.aspx**

[28] Rutland County Council: **https://www.rutland.gov.uk/my-community/transport/transport-strategy/**

[29] Lincolnshire County Council: **https://www.lincolnshire.gov.uk/directory-record/61695/local-transport-plan**

6 Mitigation and Monitoring

6.1 The SEA Regulations require that measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. These measures are known as 'mitigation' measures.

6.2 The SEA Regulations also require that monitoring of significant or uncertain effects is undertaken on a plan. This helps to ensure that the significant effects of implementation can be identified and remedial action imposed. The purpose of the monitoring is to provide an important measure of the environmental outcome of the LTCP, and to measure the performance of the plan against SEA Objectives. Monitoring is also used to manage uncertain effects.

Mitigation

6.3 Table 15 presents the mitigation and enhancement measures developed during the assessment stage and how these have been incorporated into the 2020 LTP and carried through the LTCP to proactively avoid adverse effects. Table 16 presents additional mitigation recommendations from the SEA, many of which would need to be applied for project implementation.

Table 15 Mitigation integrated into the Plan

Policy	SEA Topic	Mitigation Recommendation	How addressed in the LTCP
Policy Theme 4.2: Maintaining and managing the transport network	Climate, Soils, Air quality, Material assets	Include details on waste and material use within maintenance and capital projects, e.g., use of the waste hierarchy, maximising life and capacity of existing assets, using sustainably sourced materials with recycled content, reusing demolition material on new schemes to support the principles of a circular economy.	This has been addressed within Policy Theme 4.2.
Policy Theme 10.1: Reducing the carbon emissions from travel	Climate, Air quality, Human health	Policy 10.1.2 refers to EV charging points. To facilitate a switch to EV this could be widened to include EV infrastructure and information (not just charging points) e.g., priority parking for EV, an app with local maps on EV charging points and parking bays. 'Low carbon economy' is mentioned in some of the other policies (e.g., built environment) but it would also seem to fit under policy 10.1 as reducing carbon emissions from travel will help contribute to a low carbon economy.	This has been addressed within Policy 10.1.2 This has been addressed within the text in Policy Theme 10.1
Policy Theme 9.1: Protecting our natural environment	Flora and fauna, Population, Human	Biodiversity net gain is referred to in the policy overview but not in the policy wording. Consider bringing this out in the policy as well.	This has been addressed within the Policy

	health, Landscape, Water	Strengthen emphasis on cohesion and connectivity of green space and green infrastructure within Policy 9.1.3.	Theme 9.1 overview text and Policy 9.1.3.

Table 16 Mitigation to be applied as part of Plan implementation

Policy/Project	SEA Topic	Summary of Potential impacts	Mitigation / Enhancement
General mitigation to be applied to implementation of policies and projects			
ALL	Climate change	While the LTCP contains policies and projects to reduce car use, it does include highways policies and projects. While these would generally reduce congestion and improve air quality, they can also encourage travel by car and increase carbon emissions.	Throughout project design and construction, continue to identify ways in which carbon emissions can be reduced, for example through integration of transport networks for other modes or consideration of embodied carbon in construction.
ALL	Flora and fauna (biodiversity)	Effects on undesignated habitats, species, ecological networks and ecosystem functionality.	Ecological assessment to be applied to projects. This includes indirect effects including consideration of disturbance such as lighting, traffic and pedestrians, for some locations. Identification of additional areas of habitat creation, green infrastructure and improving connectivity through planting. Projects to meet biodiversity net gain requirements.
ALL	Historic environment	Potential loss of archaeological remains, harm to settings of heritage assets including Scheduled Monuments, Listed Buildings (including roadside listed buildings), and Conservation Areas - Whittlesford Bridge Conservation Area, in addition to non-designated assets, historic landscapes and townscapes.	Project level design should seek to avoid or minimise impacts. Sources of existing information include the Sites and Monuments Record, Conservation Management Plans, Heritage Partnership Agreements, and other Heritage and Conservation Strategies. At a project level, heritage impact assessment can be applied; including where appropriate assessment of significance; archaeological investigation and mitigation, such as a programme of recording.
ALL	Landscape and townscape	Impact on local landscape character, including green infrastructure, loss of vegetation erosion of townscape character.	Undertake landscape/townscape and visual impact assessment for larger schemes. Minimise impact through design at project level (location, scale, materials etc); and provide mitigation through landscaping including planting or other measures.

ALL	Soils	Potential for greenfield land-take, damage to soils and loss of agricultural land.	Design to minimise land take and areas of higher value agricultural land; pollution control measure during construction and operation to prevent contamination.
ALL	Climate change Material assets	Use of resources for construction of new infrastructure.	Project development should follow a resource efficiency hierarchy. This could require the adoption of the principles of resource efficiency, with opportunities maximised by designing for re-use and recovery, resource optimisation, off-site construction, resource efficient procurement, and designing for the future, including climate resilient materials.
Mitigation for projects with potential for significant effects			
Cambourne to Cambridge Better Public Transport Project	Flora and Fauna	Uncertain impacts on foraging bats, Eversden and Wimpole Woods Special Area of Conservation (SAC) Loss of small area within Madingley Slip Road RSV County Wildlife Site.	Project level Habitats Regulations Assessment is being undertaken for the project and adjacent housing site. Scheme design to minimise land-take, surveys show that area lost is relatively low value scrub and biodiversity net gain assessment to be undertaken.
A16 Norwood	Flora and Fauna Historic Environment	Dogsthorpe Pstar Pit SSSI and LNR lies to the east of the A16 scheme. The project is in close proximity to a Scheduled Monument and may affect its setting and significance. In addition, there is potential for unknown archaeology to be affected. The project may also affect Grade 3 Agricultural land.	Most of the works are within the highway boundary but further assessment, design and mitigation measures will be needed to understand any direct or indirect impacts[30].
Junction 3 (A1260 Nene Parkway / A1139 Fletton Parkway)	Flora and Fauna	Orton Pit SAC/SSSI is located adjacent to the project site. There is potential for minor to moderate effects for species and potential for habitat loss.	The Council will take the opportunity to increase biodiversity and improve the natural environmental along the corridor (where possible) as part of the scheme. Ecological and Arboricultural experts will be employed as part of the project team to assess and minimise potential

[30] https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/transport-business-cases/A16-Norwood-SOBC.pdf

			impacts of the proposal. In addition, they will also develop mitigation and enhancement measures to preserve the biodiversity of the site[31].
University and Fengate South Access	Flora and Fauna	The project is in close proximity to the Nene Washes Ramsar site (SSSI, SAC, SPA), road works and increased traffic have potential to increase disturbance to habitat and species within and/or traveling to and from the designated site. Therefore, a moderate negative effect has been identified	The CPCA is working towards a Strategic Outline Business Case to improve the road layout for all modes of transport[32]. Any potential impacts and mitigation to avoid impacts will be identified through this process.
A505 Corridor Study	Biodiversity Historic Environment	Potential impacts will depend on option selection and design: There are a two SSSIs within the corridor (Holland Hall Railway Cutting and Thriplow Peat Holes). There are 6 Scheduled Monuments: Car Dyke between Whitepost Road and Fen Bridge Scheduled Monument; Bran Ditch: an Anglo-Saxon bank and ditch; Roman Settlement S of Chronicle Hills; Chapel of the Hospital of St John at Whittlesford Bridge; Two Moated Sites 150m east of College Farm; Roman Fort, Roman Town, Roman and Anglo-Saxon Cemeteries at Great Chesterford'. Whittelsford Conservation Area There are a number of Listed Buildings, Registered Park and Garden. Greenbelt, landscape and agricultural land.	General mitigation described for all projects and plans above would apply to development of a business case.
Ely to Soham Capacity improvements	Biodiversity Soils	Potential for some landtake and disturbance through capacity improvements, including adjacent designated sites and agricultural land.	Network Rail will lead development and environmental assessment.

[31] https://www.peterborough.gov.uk/residents/transport-and-streets/major-road-schemes

[32] https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/transport/roads/fengate-phase-2-university-access/

Digital connectivity policy	Historic Environment, Landscape and townscape.	Potential for masts to effect landscapes, townscapes and settings of heritage assets.	Local planning authorities within the CPCA work with developers to minimise effects of mast location in terms of landscape and the historic environment.

Monitoring

6.4 Negative effects identified during the SEA process were centred around future transport infrastructure development and the potential for effects on ecology, historic environment, water quality, landscape, flood risk, and soils. The LTCP itself includes a set of measurement and performance indicators which will be monitored to assess the success and progress of the LTCP. These indicators are presented in below:

Table 17 LTCP Monitoring

Metric	Indicator	Targets
Connectivity	Mode share (cordons) Proportion of households with access to cars by district Proportion of households with access to cars by income Public transport trips per person per year by household income % of households within 10 mins' walk of a bus stop with a service of at least once an hour Car ownership by deprivation decile Rail punctuality Local bus passenger journeys originating in the authority area (million) Average journey length by purpose and car ownership	Digital (broadband) availability Proportion of fully accessible buses on certain routes or in areas Bus punctuality
Productivity	Number of peak hour vehicle journeys	Journey time reliability on strategic important routes during the AM peak Key Route Network speed (AM peak) % change in peak period journey time along key routes and corridors (by vehicle type)
Climate change and environment	Trips per person by mode of transport or journey purpose Proportion of urban trips under five miles taken by (i) walking & cycling, (ii) Public Transport % of plug-in vehicles	Reduce per capita transport carbon emissions Number of charge points available to the public
Health	Proportion of people within xx mins of green open space % of deaths attributed to air pollution	% increase use of cycling Levels of noise pollution Levels of light pollution Levels of air pollution Transport related AQMAs Reduce levels of traffic derived Nitrogen Dioxide Length of cycleway per district
Safety	Number of child pedestrian casualties per 1,000 children in population Reduce the number of highway casualties Proportion of people who say they do not use public transport because of fear of crime Child pedestrian accident rates	To be developed

	KSI casualties in 10% most deprived areas KSI casualties by road user type and district KSI casualties by user type vs user type	

6.5 Additional monitoring requirements for the IIA are set out below:

Table 18 Additional IIA Monitoring

SEA Topic	Indicator	Responsibility	Timeframe
Biodiversity	Number of designated sites affected by LTCP projects. Achievement of net gain in LTCP projects.	CPCA	Plan period
Historic environment	Number of heritage assets affected by LTCP projects.	CPCA	Plan period
Soils	Area of Grade 1, 2, 3a agricultural land lost due to LTCP projects.	CPCA	Plan period

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steer

IIA Appendices – Local Transport and Connectivity Plan

Cambridgeshire and Peterborough Combined Authority

Tresor Consulting

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IIA Appendices – Local Transport and Connectivity Plan

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Appendices

A SEA Regulations Checklist

B Scoping Consultation Responses

C Assessment of Policies (from 2020 LTP)

D Assessment of Projects (from 2020 LTP)

A SEA Regulations Checklist

Strategic Environmental Assessment Regulations Checklist[33]

Regulation Requirement	Where it is addressed in the SEA
Preparation of environmental report (regulation 12) Preparation of an environmental report that identifies describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (regulation 12(2)). The report shall include such of the information referred to in Schedule 2 as may reasonably be required, taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making or through other legislation (regulation 12 (4)). When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted.	This Report constitutes the Environmental Report. The assessment of likely significant effects and alternatives is presented in Section 5 and Appendices C and D. Limitations to the assessment, including the level of detail available and duplication of assessments and other legislation is referred to in paragraphs 3.12 - 3.14. The IIA Scoping Report was used to consult consultation bodies and is referred to in paragraph 3.4.
The information referred to in Schedule 2 is: a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	As outline of the LTCP is provided in Section 2 of this report. The Scoping Report reviewed other plans and programmes, and the findings are also summarised in this report, paragraph 4.2.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme. and c) The environment characteristics of areas likely to be significantly effected.	The Scoping Report provided an overview of the baseline and trends, these are also summarised in this report in Table 4.
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).	Sustainability issues and opportunities are summarised in Table 5. A Habitats Regulations Assessment is also being undertaken.
e) The environmental protection objectives, established at international, Community or national level, which are relevant to	As outline of the LTCP is provided in Section 2 of this report. The

[33] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/580073/Strategic_Environmental_Assessment_Regulations_requirements_checklist.pdf

the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Scoping Report reviewed other plans and programmes, and the findings are also summarised in this report, paragraph 4.2.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	Section 5 of this report and Appendices C & D provides the assessment of significant effects for the topics listed.
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Table 15 and Table 16 in Section 6 sets out mitigation and enhancement measures.
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Table 13 sets out the comparison of alternatives and the methodology is presented in Section 3, including limitations to the assessment in paragraphs 3.12 - 3.14.
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	Paragraph 6.5 set out required monitoring.
j) A non-technical summary of the information provided under the above headings.	A Non Technical summary is provided at the start of this report.
Consultation procedures (regulation 13) As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.	This Report will accompany the LTCP during public consultation.
Information as to adoption of plan or programme (regulation 16) As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State (who will inform any other EU Member States consulted) shall be informed and the following made available: - the plan or programme adopted - the environmental report a statement summarising: (a) how environmental considerations have been integrated into the plan or programme; (b) how the environmental report has been taken into account; (c) how opinions expressed in response to: (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account; (d) how the results of any consultations entered into under regulation 14(4) have been taken into account; (e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and (f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)	A Post-adoption Statement will be issued following the consultation.

Monitoring of implementation of plans or programmes (regulation 17) Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2).	Measures to be monitored in Section 6 of this report have been agreed with CPCA.

B Scoping Consultation Responses

Ms Emma White
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Direct Dial: 01223 582775

Our ref: PL00769883

25 April 2022

Dear Ms White

IIA Scoping Report Cambridgeshire and Peterborough Local Transport and Connectivity Plan

Thank you for consulting us on the Integrated Impact Assessment - Local Transport and Connectivity Plan Scoping Report. As the Government's Adviser on the historic environment, Historic England is keen to ensure that protection of the historic environment is fully taken into account at all levels and stages of the local planning process.

HE General Advice

The historic environment should be considered as part of the sustainability appraisal process. We recommend that these comments should be read alongside our Sustainability Appraisal and Strategic Environmental Assessment - Advice Note 8 <https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>

Comments

Chapter 2 The Updated Plan

We note your Vision after paragraph 2.3. We note reference to the environment which is welcomed. It is important that this includes both the historic ed natural environment.

Figure 2 sets out a number of goals. The Environment goal would appear to be slanted towards the natural environment. We strongly suggest that the historic environment should also be referenced here.

Table 1 - We welcome reference to the historic environment under the environment goal in this table.

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

Chapter 3 Policies, Plans, Programmes and Sustainability Objectives

We note that Table 2 and Appendix A sets out a list of relevant Plans, Policies and Programmes.

We welcome reference to the NPPF, Minerals and Waste Local Plan and various adopted and emerging Local Plans as well as an SPD in Table 2.

When considering key plans and programmes, we also recommend the inclusion and consideration of the following:

International/European

- UNESCO World Heritage Convention
- European Landscape Convention
- The Convention for the Protection of the Architectural Heritage of Europe
- The European Convention on the Protection of Archaeological Heritage

National

- Planning (Listed Buildings & Conservation Areas) Act 1990
- Ancient Monuments & Archaeological Areas Act 1979
- Government's statement on the Historic Environment
- National Planning Policy Statement for Networks
- National Planning Practice Guidance

Local

- Local Plans - we note that you have included many of these which is welcomed. However it is important to refer both to the adopted and emerging Plan eg for Cambridge City/South Cambs also need to refer to adopted Plans)
- Historic Environment Record
- Heritage/Conservation Strategies
- Other Strategies (e.g. cultural or tourism)
- Conservation Area Character Appraisals and Management Plans
- Listed building Heritage Partnership Agreements
- SPDs - You have referred to one SPD for Peterborough but there will be other relevant SPDs across the area.

Chapter 4 Baseline and SEA Framework

All **designated heritage assets** (Conservation Areas, Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, and Protected Wrecks) within the area should be identified. Mapping these assets provides a greater indication of their distribution and highlights sensitive areas. We welcome reference to these at paragraph 4.20 and Figure 5.

Mapping of assets does help to provide a greater indication of their distribution and highlight sensitive areas. However, we would stress that assessing the potential impact of development on the significance of heritage assets requires more than a simple mapping of the location of those assets and identification of those assets on or in proximity to potential sites. Our Historic England Advice Note 3 sets out a sequential approach to assessing the impact on significance.

We also would expect **non-designated heritage assets** to be identified. These include, but are not confined to, locally listed buildings. At the moment, these are not identified.

In addition to the above, we would expect reference to currently **unknown heritage assets**, particularly sites of historic and archaeological interest. The unidentified heritage assets of the area should be acknowledged and outlined in this section.

We suggest that you change undesignated to non-designated (in accordance with the NPPF terminology).

We also suggest that you use the word **setting** in relation to heritage assets.

We also suggest that you make reference to Heritage at Risk. Identification and mapping of designated and non-designated **heritage assets at risk** can provide an indication of clusters and themes. Finally, we recommend that you refer to historic landscapes and townscapes. For Heritage at Risk, Historic England's National Heritage at Risk Register includes Grade II listed places of worship provided that they are used six or more times a year for worship.

Historic England's Good Practice Advice Note 1 contains advice on other relevant sources of evidence. These include Conservation Area Appraisals and Management Plans, Local Lists, Historic Characterisation assessments and any other in-house and local knowledge. We recommend that these other sources of evidence are considered as part of the SA process.

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

We note that you have mapped **National Character Areas** at figure 7 which is welcomed. Landscape Character Assessment is the process of identifying and describing variation in the character of the landscape. It seeks to identify and explain the unique combination of elements and features (characteristics) that make landscapes distinctive. This process results in the production of a Landscape Character Assessment.

We suggest that you also refer to **Historic Landscape Characterisation** data in your assessment. We refer you to our website which includes some helpful guidance in this regard and sets out some of the differences between this and Landscape Character Areas.
<https://historicengland.org.uk/research/methods/characterisation/historic-landscape-characterisation/>

It is our view that Historic Landscape Characterisation (HLC) provides exactly the sort of landscape-scale information which should assist an SEA; giving perspective on the relative character of the wider area into which alterations to the character of any particular part might be weighed.

HLC is an inherently comprehensive and generalising approach, all about providing context to the understanding of the particular and about the management of change everywhere. We consider that the HLC approach is applicable and highly relevant to informing SEA. In fact, all of the commissioned County-level HLCs were designed to inform strategic level planning. (It should also be noted that HLC can be undertaken at any scale, including coarser or finer grained work - HLC is also a principled approach which can be, and is being, undertaken at a range of scales).

The lack of detailed Historic Landscape Characterisation for the county of Cambridgeshire should ideally be addressed as part of this high level, strategic evidence gathering. This work might be commissioned in collaboration with Cambridge County Council and the other local authorities in the area. We recommend early discussion with Local Authorities in this regard. We have already been discussing this matter with local authorities in relation to their Local Plan work and Ox Cam work.

Key Sustainability Issues

We would suggest that the starting point for considering Key Sustainability Issues for the Historic Environment should include:

- Conserving and enhancing designated and non-designated heritage assets and the contribution made to their significance by their settings
- Heritage assets at risk from neglect, decay, or development pressures;

- Areas where there is likely to be further significant loss or erosion of landscape/seascape/townscape character or quality, or where development has had or is likely to have significant impact (direct and or indirect) upon the historic environment and/or people's enjoyment of it
- Traffic congestion, air quality, noise pollution and other problems affecting the historic environment

We would expect to see consideration of opportunities. It is considered that the historic environment can make a significant contribution to the success of development and there may be opportunities for the enhancement of the historic environment which comes from sustainable development proposals. It is considered that the Sustainability Appraisal should highlight these opportunities. Example opportunities for the historic environment to include within the Sustainability Appraisal can be found in our guidance notes in the links above.

SEA Objectives

The objectives and questions identified on page 16 provide a useful starting point for the historic environment.

Whilst recognising that the number of objectives needs to be manageable, we recommend the objectives below:

Environmental Objectives

- Protect, enhance and manage the character and appearance of landscapes/seascapes/townscapes, maintaining and strengthening local distinctiveness and sense of place
- Protect, manage and improve local environmental quality
- Achieve high quality sustainable design for buildings, spaces and the public realm

Social Objectives

- Improve and broaden access to the local historic environment
- Provide better opportunities for people to understand local heritage and participate in cultural and leisure activities

Economic Objectives

- Foster heritage-led regeneration and address heritage at risk
- Optimise the use of previously developed land, buildings and existing infrastructure
- Promote heritage-led sustainable tourism
- Support the sustainable use of historic farmsteads

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

With regard to decision making criteria/questions, we recommend the following examples of appropriate criteria:

Environmental: will the policy or proposal

- Conserve and/or enhance heritage assets, their setting and the wider historic environment?
- Contribute to the better management of heritage assets and tackle heritage at risk?
- Improve the quality and condition of the historic environment?
- Respect, maintain and strengthen local character and distinctiveness?
- Promote high quality design?
- Integrate climate change mitigation and adaptation measures into the historic environment sensitively?
- Alter the hydrological conditions of water-dependent heritage assets, including organic remains?

Social: will the policy or proposal

- Increase the social benefit (e.g. education, participation, citizenship, health and well-being) derived from the historic environment?
- Improve the satisfaction of people with their neighbourhoods as places to live?
- Engage communities in identifying culturally important features and areas?
- Provide for increased access to and enjoyment of the historic environment?
- Provide for increased understanding and interpretation of the historic environment?
- Provide new leisure, recreational, or cultural activities?
- Support and widen community uses through shared facilities?

Economic: will the policy or proposal

- Increase the economic benefit derived from the historic environment?
- Promote heritage-led regeneration?
- Lead to the repair and adaptive re-use of a heritage asset and encourage high quality design?
- Make the best use of existing buildings and physical infrastructure?
- Promote heritage based sustainable tourism?
- Ensure that repair and maintenance is sympathetic to local character?
- Help to reduce the number of vacant buildings through adaptive re-use?

Assessment Criteria

In developing assessment criteria, we would advise against a purely distance based approach. The impact of proposals on the significance of heritage assets should be taken into consideration at an early stage. In terms of projects, this should be based on more than just measuring the proximity of a potential allocation to heritage assets.

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Impacts on significance are not just based on distance or visual impacts, and assessment requires a careful judgment based on site visits and the available evidence base. This is preferred to the application of a standard proximity test (e.g. is the site within a set distance of a heritage asset) as it avoids misleading results (Our Historic England Advice Note 3 sets out a sequential approach to assessing the impact on significance).

We would suggest that you avoid summing the scores indicating how each proposal performs against the criteria to give an aggregate contribution to each relevant SA objective since such an approach may inadvertently mask 'showstoppers' by effectively averaging out the scores. There needs to be some mechanism of identifying where an impact is so great that the proposal should not be progressed.

Consideration of Opportunities

We would expect to see consideration of opportunities. It is considered that the historic environment can make a significant contribution to the success of development and there may be opportunities for the enhancement of the historic environment which comes from sustainable development proposals. It is considered that the IIA should highlight these opportunities. Example opportunities for the historic environment to include within the IIA can be found in our guidance notes in the links above.

Method for Generation of Alternatives

The historic environment should be a factor when considering a method for the generation of alternative proposals.

Archaeology

Scoping and evaluation of archaeological and landscape impacts needs to be an iterative process where existing sources (HER's cartographic etc. and research frameworks e.g. <https://archaeologydataservice.ac.uk/researchframeworks/eastmidlands/wiki/>) are consulted, work is done to explore those questions and new questions asked (including lidar, aerial survey, geophysical survey, field walking, deposit modelling see our new guidance <https://historicengland.org.uk/images-books/publications/deposit-modelling-and-archaeology/heag272-deposit-modelling-and-archaeology/>, trial trenching). These techniques should be used to model risk and build a robust approach to understanding that through any project so the greater heritage and project delivery risks are targeted first so they can inform minimisation and timely mitigation)

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

Other Assessment methodologies
Finally, we would add that whilst this assessment process is a vital part of the assessment of the transport strategy more detailed assessment of particular aspects may be necessary going forward for particular schemes. The schemes listed in Appendix A are varied, and wide ranging in scale and scope and further detailed assessment will be needed.

For example, Historic England would expect to see the completion of a Heritage Impact Assessment as part of the evidence base for certain transport proposals likely to have an impact on the significance of heritage assets (including development within the setting of the heritage assets). We would be happy to provide further advice in this regard if and where this may be necessary as part of the evidence base for transport proposals.

Conclusion

We would remind you that the National Planning Policy Framework (para 32) is very clear that, in terms of sustainable development, harm to the historic environment should be avoided in the first instance and wherever possible alternative options which reduce or eliminate such impacts should be pursued.

NPPF Para 32: Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). ***Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued.*** *Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).*

Historic England strongly advises that the local authority conservation teams and archaeological advisors are closely involved throughout the preparation of the assessment of this evidence. They are best placed to advise on; local historic environment issues and priorities, including access to data held in the Historic Environment Record (HER- formerly Sites and Monuments Record); how the proposal can be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

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Positive About Disabled People
Stonewall DIVERSITY CHAMPION

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

This opinion is based on the information provided by you in the document dated March 2022 and, for the avoidance of doubt, does not affect our obligation to advise you on, and potentially object to any specific development proposal which may subsequently arise from this or later versions of the strategy which is the subject to consultation, and which may, despite the assessment, have adverse effects on the historic environment.

If you have any queries about any of the matters raised above or would like to discuss anything further, please do not hesitate to contact me.

We would encourage you to work with local conservation officers, archaeology officers and local heritage community groups in the preparation of the IIA.

Yours sincerely,

Debbie Mack
Historic Environment Planning Adviser, Planning Group
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Date: 29 April 2022
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Dear Emma White

Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan: Impact Assessment (IIA) scoping report.

Thank you for seeking our advice on the scope of Integrated Impact Assessment (IIA) for the Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan (LTCP), in your email of 24 March 2022.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We welcome that Cambridgeshire and Peterborough Combined Authority (CPCA) is producing a revised Local Transport and Connectivity Plan (LTCP) to reflect changes in local and national policy and to address climate change, health inequalities, social exclusion, and safety issues. Natural England supports to the aim to provide a transport network that delivers enhanced access to opportunities and quality of life improvements for all.

Natural England welcomes that preparation of an IIA will incorporate a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA).

Our general comments on the proposed approach to the IIA, set out in the Scoping Report (Tresor Consulting, March 2022) are provided below. Annex A includes advice on sources of local plan evidence.

Vision and objectives
Natural England supports the revised vision and objectives and the aspiration for a Transport Network which secures a future in which the region and its people can thrive. We generally agree with the statement that:

> *It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.*

Goals to protect and enhance the natural environment and reduce emissions to net zero by 2050 are welcomed by Natural England.

Review of plans, policies and programmes
We support the update to the review of plans, policies and programmes identified in Table 2. Natural England has not reviewed the plans listed. However, we have provided advice on sources of local plan evidence for the natural environment in Annex A.

Baseline and SEA Framework
We are satisfied that the SEA Framework that will be used to assess the LTCP and alternatives is appropriate. The objectives including natural capital, biodiversity, landscape, soil, water, air and climatic factors capture relevant natural environment matters across the CPCA area. Please also see our advice in Annex A.

Methodology
Natural England is generally satisfied that the proposed approach to the SEA including baseline and SEA framework and assessment methodology, is in general accordance with the requirement of the Environmental Assessment of Plans and Programmes Regulations(the SEA Regulations). We welcome the proposal to screen and appraise change to policies and projects to consider whether they result in changes to the SEA. Where proposed changes have the potential to affect the SEA they will be re-assessed.

We are content that the IIA will incorporate HRA undertaken in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations). We welcome that an updated Screening Report will be produced to determine any additional European sites, whether the changes to policies and projects are likely to have a significant effect on any of the site's conservation objectives and update to the plans and projects considered for in-combination effects.

We support the proposed approach to summarise and present the results of previous assessments alongside the assessment of updated policies and plans, so that environmental effects of the entire LTCP are represented and any additional mitigation and monitoring requirements identified.

Further guidance is set out in Planning Practice Guidance on environmental assessment, natural environment and climate change.

I hope you will find our comments helpful. Please send any new consultations or further information on this consultation to consultations@naturalengland.org.uk.

Yours sincerely

Janet Nuttall
Sustainable Development Lead Adviser

Annex A – Sources of local plan evidence on the natural environment

The following sources of evidence may be useful in ensuring local plans are evidence based, in line with paragraph 165 of the National Planning Policy Framework (NPPF) and assist in meeting Strategic Environmental Assessment (SEA) requirements. A range of additional locally specific evidence is also likely to be needed to underpin plan preparation.

General natural environmental evidence

National Character Areas (NCAs) divide England into 159 distinct natural areas. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan.

Natural England has also published downloadable natural capital maps. These are a suite of ten maps, of different aspects of natural capital, contributes to our understanding of where our natural capital is.

The Magic website will provide you with much of the nationally held natural environment data for your plan area in downloadable GIS format. Specific data sets are listed under the environmental topics below.

Cambridgeshire & Peterborough Environmental Records Centre (CPERC) holds a range of additional information on the natural environment, principally ecological.

Biodiversity and geodiversity

The most relevant layers on Magic for you to consider are Ancient Woodland, Local Nature Reserves, Priority Habitat Inventory, Sites of Special Scientific Interest (including their impact risk zones), Special Areas of Conservation, Special Protection Areas, and Ramsar Sites (including, where relevant, marine designations).

You may also wish to draw on more detailed information on specific Sites of Special Scientific Interest and the Conservation Objectives and Site Improvement Plans for Special Areas of Conservation (SAC) and Special Protection Areas (SPA).

Natural England's SSSI Impact Risk Zones can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed on Magic and from the Natural England Open Data Geoportal.

Priority Habitats and Species

Priority habitats and species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

Ancient Woodland, ancient and veteran trees

Ancient woodland is an irreplaceable habitat of great importance for its wildlife, its history, and the contribution it makes to our diverse landscapes. Paragraph 180 of the NPPF sets out the highest level of protection for irreplaceable habitats and development should be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.

Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. The wood pasture and parkland inventory sets out information on wood pasture and parkland.

The ancient tree inventory provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared standing advice on ancient woodland, ancient and veteran trees.

Protected Species
The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017
is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*.

Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures . A separate protected species licence from Natural England or Defra may also be required.

Natural England does not hold comprehensive information regarding the locations of species protected by law. CPERC is likely to hold much of the available data on such species.
Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A DLL scheme for GCN may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment.

Local Biodiversity Action Plans (LBAPs)
LBAPs identify the local action needed to deliver UK targets for habitats and species. They also identify targets for other habitats and species of local importance and can provide a useful blueprint for biodiversity enhancement in any particular area. Local Geodiversity Action Plans (LGAPS) identify agreed local action for geodiversity, a list of active LGAPs can be found at UK Geodiversity Action Plan (http://www.ukgap.org.uk/getting-involved/lgaps.aspx)

Biodiversity net gain
Paragraph 174 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species. An appropriate biodiversity metric such as Biodiversity Metric 3.0 should be used together with ecological advice to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies.

Opportunities for wider environmental gains should also be considered with particular reference to the Nature Recovery Network. National Habitats Network mapping is available to view on Magic.

Landscape
The Magic website provides data on the extent of protected landscapes (National Parks and Areas of Outstanding Natural Beauty).

National Park/Area of Outstanding Natural Beauty Management Plans may also be a source of useful evidence. These are usually found on these organisations websites.

We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

Data on tranquillity is held by CPRE. They also hold mapping data on light pollution.

Heritage Landscapes
The ES should include an assessment of the impacts on any land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific, or historic interest. An up-to-date list is available at www.hmrc.gov.uk/heritage/lbsearch.htm.

Access
The Magic website holds the following access related data: National Trails, Public Rights of Way (on the Ordnance Survey base map), Open Access Land (the Countryside and Rights of Way Act 2000 layer), together with national and local nature reserves, country parks and the England Coast Path.

Locally held data will include the definitive Public Rights of Way, and may include Rights of Way Improvement Plans where they exist, and any locally mapped open space audits or assessments.

Natural England's work on Accessible Natural Greenspace Standards (ANGSt) may be of use in assessing current level of accessible natural greenspace and planning improved provision.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Soils
A provisional Agricultural Land Classification (ALC) map is on Magic, and the GIS layer 'Likelihood of Best and Most Versatile Land' is available on request from Natural England via email; NaturalEnglandGIDataManagers@naturalengland.org.uk

Some areas already have detailed ALC maps. The coverage of existing detailed MAFF post 1988 ALC surveys is shown on Magic. The MAFF post 1988 ALC survey reports and maps themselves are available from Natural England or from Gov.UK.

Cambridgeshire and Peterborough includes a significant proportion of East Anglia's lowland peat soil resource. Peat soils are a significant carbon store and can help to mitigate against climate change. The imminent threat to the fenland peat soils, due to current land management practices, are identified in Defra's 25 Year Environment Plan and the UK Peatland Strategy 2018 - 2040. Plans and projects should promote the sustainable use and management of peat soils, to ensure

their protection and minimise production of carbon emissions through their loss and degradation. Plan policy requirements should ensure that relevant development contributes to the enhancement of degraded peat soils to deliver a wide range of environmental services.

Climate Change
Consideration should be given to the potential for plans, policies and projects to affect the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The assessment should set out the measures that will be adopted to address impacts.

Further information is available from the Committee on Climate Change's (CCC) Independent Assessment of UK Climate Risk, the National Adaptation Programme (NAP), the Climate Change Impacts Report Cards (biodiversity, infrastructure, water etc.) and the UKCP18 climate projections.

The Natural England and RSPB Climate Change Adaptation Manual (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's Nature Networks Evidence Handbook (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

Consideration should be given to the effects of development on the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's Carbon Storage and Sequestration by Habitat report (2021) and the British Ecological Society's nature-based solutions report (2021) provide further information.

Water
Plans should account for demand on water resources, increased flood risk and changes in water quantity and quality. Particular consideration should be given to potential pathways for effects on water-dependent designated sites and priority habitats. Adverse effects should be avoided and opportunities sought to enhance freshwater habitats.

The maintenance of a sustainable water supply is a particular issue across much of Cambridgeshire. The effects of groundwater abstraction and climate change are already evident for many water-dependent designated sites and priority habitats.

Air Quality
Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) [1].A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NOx and SO_2 against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

[1] Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK

Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

Contribution to local environmental initiatives and priorities
Consideration should be given to opportunities to contribute towards relevant local environmental initiatives and priorities to enhance the environmental quality of the development and deliver wider environmental gains. A particular focus for the Plan should be the Nature Recovery Network and the Cambridge Nature Network. National Habitats Network mapping is available to view on Magic.

Consideration should also be given to the following:

- The Cambridgeshire Biodiversity Partnership's Mapping Natural Capital and Opportunities for Habitat Creation in Cambridgeshire (May 2019)
- Combined Authority Doubling Nature Investment Plan
- Cambridgeshire and Peterborough Non-Statutory Strategic Spatial Framework
- the objectives and projects in the Cambridgeshire Green Infrastructure Strategy
- Cambridgeshire Rights of Way Improvement Plan.

Cumulative and in-combination effects
The assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

a. existing completed projects;
b. approved but uncompleted projects;
c. ongoing activities;
d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

C Assessment of Policies (from 2020 LTP)

Extracts from Cambridgeshire and Peterborough Combined Authority, SEA - Environmental Report (Mott MacDonald, May 2020)

6 Assessment of the LTP

6.1 Assessment Process

This section presents the results of the assessment of the Cambridgeshire and Peterborough LTP policies and projects. The assessment was undertaken using the assessment methodology presented below.

6.1.1 Scope of the Assessment

Spatial scope - The proposed study area for the SEA of the LTP covers the Cambridgeshire County Council boundary and the four Districts (Fenland, Huntingdonshire, East Cambridgeshire and South Cambridgeshire), Cambridge City Council, and Peterborough City Council Boundary (see Figure 2 in Section 2.2).

Temporal scope - The LTP sets out a long-term transport strategy for Cambridgeshire and Peterborough to 2050.

Technical scope - The SEA Directive and the SEA regulations require that the likely significant effects on the environment are assessed based on the topics listed below. All the topics have been scoped into the SEA including:

- Air – air quality
- Biodiversity, Flora, Fauna – designated and non-designated sites, species and habitats
- Climatic factors – climate projections, greenhouse gas emissions, climate resilience
- Historic Environment - architectural and archaeological heritage and historic landscapes
- Human health – health and wellbeing
- Landscape – designated and non-designated national and local landscapes
- Material assets – critical infrastructure, transport, housing
- Population – demographics, economy, deprivation
- Soil – soil quality, agricultural land, contamination
- Water – water quality and water resources, flood risk
- The interrelationship between these factors

6.1.2 Identification and Prediction of Effects

The LTP consists of policies and projects, designed to deliver the Plan's objectives. The SEA has assessed the environmental implications of the proposed LTP policies. The majority of the projects proposed for inclusion in the LTP are taken from the previous Cambridgeshire and Peterborough LTPs and therefore, have already been subject to SEA. These projects were only re-assessed if either the project or baseline had changed. Some of these projects have progressed to design or construction stage, in which case they can be considered part of the baseline. New or amended projects were subject to a full assessment.

6.1.3 Determining Significance of Effects

The assessment was based on a qualitative eight-point scale as presented in Table 9 to describe the significance of effects.

Moderate and major positive and negative effects have been considered of significance whereas no effect and minor positive and negative effects have been considered non-significant.

Table 9: Criteria for Assessing Significance of Effects

Assessment Scale	Significance of Effect
+++	Major positive effect
++	Moderate positive effect
+	Minor positive effect
0	Neutral or no effect
-	Minor negative effect
--	Moderate negative effect
---	Major negative effect
?	Requires further classification at this stage

It should be noted that in some instances more than one score was recorded e.g. + / - or ? / -. This occurred where effects were both positive and negative on the same receptor, or where there was uncertainty over the effect but the potential for either positive or negative effects.

The level of significance was assigned after considering the scale and magnitude of the identified effect against the importance of the receptor. Table 10 shows how the scale/magnitude was considered against the importance of the receptor being considered. The list of receptors given in the table is not exhaustive but provides examples of how the magnitude of predicted effects was considered to determine the significance of impacts. The significance of impacts was not clear cut in each case, and professional judgement was used in some cases to determine overall significance.

Table 10: Defining Magnitude of Effects

Magnitude	Description of Effect
High	Negative effects would result in the complete loss of the receptor and/or severe damage to its integrity/quality/key characteristics/features/elements
	Positive effects would result in a large-scale improvement, enhancement or restoration of a receptor, large scale improvements to integrity/quality, or creation of a new internationally/nationally important resource
Medium	Negative effects would result in some loss of or damage to the receptor, but not sufficient to adversely affect its overall integrity. Partial loss of or damage to quality/key characteristics/ features/elements
	Positive effects would result in some improvement, enhancement or restoration of a receptor, improvements to integrity/quality, or creation of a new regionally important resource
Low	Negative effects would result in some measurable change to the receptor and/or change in quality or alteration of one or more key characteristics/ features/elements
	Positive effects would result in a small improvement to or addition of one or more key characteristics/ features/elements. Creation of a new locally important receptor/resource

6.1.4 Incorporating results of other assessments into the SEA

As discussed in the Section 1.1, a HRA and CIA (incorporating HIA and EqIA) are being undertaken alongside the SEA as part of the LTP development.

HRA

Under the European Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora (also known as the 'Habitats Directive'), and the resulting Conservation of Habitats and Species Regulations 2010 (as amended), a HRA is required where a plan may

give rise to significant effects on European designated sites, known as Natura 2000 sites. Natura 2000 sites consist of Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites, and also include potential SPA and candidate SAC. A HRA 'Task 1: Screening' (Test of Likely Significance) has been undertaken for the draft LTP. The results of the HRA screening were used to inform the SEA by feeding into the assessment under objectives on ecology and biodiversity, and water quality.

CIA

The CIA sets out the key potential social and community impacts of the LTP. The process was centred on the delivery of two key documents – the EqIA and the HIA – but draws the findings of those studies together alongside additional evidence and analysis not covered by them and focussed on social impacts as defined within Environmental Impact Assessment (EIA) regulations regarding population and health, and WebTAG appraisal guidance. The primary focus was on the impact of the LTP on areas of deprivation, and on those reliant on the transport network for access to social and economic opportunity. The findings from the CIA were used to help inform the SEA by feeding into the assessment under objectives on population and human health.

6.2 Assessment of LTP Policies

Table 11 to Table 21 provide a summary of the LTP policy assessment results, grouped according to the LTP objective they sit under, and a commentary on the potential effects is presented below each summary table. The full assessment tables are presented in Appendix G.

It should be noted that a summary version of the SEA objectives has been used in the assessment tables below. The full wording of the SEA objectives can be found in Table 4.

6.2.1 Objective 1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues

Table 11: Policy Assessment Summary – Objective 1 Policies

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 1.1: Enabling development															
Policy 1.1.1: Deliver strategic transport and complementary connectivity infrastructure	- / +	- / +	++	++	- / ++	? / - -	? / -	? / -	? / - -	? / -	? / -	- / ++	- / +	? / -	+
Policy 1.1.2: Early engagement with developers	+	+	+	++	+	0	0	0	0	0	0	+	+	+	0
Policy 1.1.3: Secure developer contributions for strategic and local infrastructure	+	++	++	++	++	? / -	? / -	? / -	? / -	? / -	? / -	+	+	? / -	+

Summary

All the policies aim to incentivise development and open-up new and existing areas of land through investment in and planning of transport. The policies aim to ensure developments are well-connected through sustainable transport modes which will have positive effects for health, accessibility, reduced congestion, improved air quality and GHG emissions reduction, and benefits for the local economy. All the policies aim to ensure new developments are well-connected, helping connect housing developments with employment centres, improving the efficiency of the transport network for residents in these areas, and opening up development land.

Policy 1.1.1 contains a number of road, rail and light rail related projects which will have the potential to have mixed effects on health of the local population, safety of the transport network, air quality and GHG emissions. The road schemes may lead to a reduction in congestion, however it may also attract additional vehicles. The rail schemes will promote the use of public transport and have the potential to reduce the reliance on private cars. The policy will likely have a benefit to the local economy and accessibility by making the transport network more efficient and reliable. There is potential for the policy to have negative effects on biodiversity, the setting of the historic environment, landscape, soils, the water environment, flood risk and climate resilience given the proposal include new transport infrastructure.

Policy 1.1.2 will help ensure developers properly plan transport infrastructure and connections for new developments. It promotes communication with developers throughout the planning process to ensure developers plan for appropriate phasing of development and future growth to potentially avoid congestion and improve accessibility in growth areas. The policy could also have an indirect positive effect on climate resilience, as early engagement

with developers could include consideration of future climate change effects within scheme design, however, this has been scored as neutral as the policy does not specify what early engagement will cover.

Policy 1.1.3 sets out the requirement for developer contributions are sought for strategic and local infrastructure where appropriate. This includes improving or constructing new transport infrastructure which therefore has the potential to negatively affect biodiversity, the setting of the historic environment, landscape, soils, the water environment, flood risk and climate resilience. There is potential for the health and safety of the road network to be improved as the policy contains requirements that new developments are accessibility in a safe manner and that impacts on the transport network are mitigated. The policy is also likely to increase accessibility by ensuring new developments are well connected and will also likely have benefits for the local economy.

6.2.2 Objective 2: Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity

Table 12: Policy Assessment Summary – Objective 2 Policies

	SEA Objectives														
LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 2.1: Planning and Designing Developments Sustainability															
Policy 2.1.1 Support the provision of sustainable connectivity to and within developments	++	+	++	+	+++	+	0	+	0	0	0	++	+	0	+
Policy 2.1.2 Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development	++	++	++	+	++	+	0	+	0	0	0	++	+	0	+
Policy 2.1.3 The design of parking (see also policy theme 19)	++	++	+	+	++	+	0	+	0	0	0	++	+	0	+
Policy Theme 2.2: Expanding Labour Markets															
Policy 2.2.1 Support measures to reduce peak demand on the highway network	++	+	+	+	++	? / -	? / -	? / -	? / -	? / -	? / -	++	++	? / -	+
Policy 2.2.2 Improve the accessibility and connectivity of our public transport links to expand our labour market catchments	++	+	+++	+++	++	? / - -	? / - -	? / - -	? / -	? / -	? / -	+++	+++	? / -	- / +
Policy 2.2.3 Invest in our highway network to improve accessibility	- / +	- / +	++	+++	- / ++	? / - -	? / -	? / - -	? / -	? / -	? / -	- / +	- / +	? / -	- / +

Summary

Policy Theme 2.1 promotes the sustainable connectivity to and within developments. Policy 2.1.1 aims to reduce the need to travel, particularly for long distances, which is likely to have benefits for health, the safety of the transport network, accessibility, reduced congestion, air quality and GHG emissions. It also aims to improve accessibility for those with mobility issues which is likely to have benefits on the health of these transport users. Policies 2.1.2 aims to mitigate residual cumulative impacts on any element of the transportation network including highway safety and Policy 2.1.3 aims to ensure parking design is safe for all road users and ensure proximity of spaces for Blue Badge holders in relation to key services, therefore direct positive effects are anticipated for the health and safety of the road network. Policy 2.1.3 also aims to provide opportunities for safe walking and cycling which will likely benefit health of the local community and well as improve road safety. Electric and low-emission vehicles are also promoted through Policy 2.1.2 and 2.1.3. There is also potential for indirect effects on biodiversity as a result of all three policies given they have the potential to reduce the number of cars on the road. There are unlikely to be any effects on the historic environment or its setting, soils, the water environment, flood risk and climate resilience from any of the policies.

Policy Theme 2.2 promotes highway improvements and accessibility, and improved connectivity of public transport to expand labour market areas. Policies 2.2.2 and 2.2.3 have the potential to significantly increase accessibility within the region and also provide additional links to a wider area. This is likely to have benefits for the economy, making the region more attractive for business as well as providing new opportunities for employment and driving growth through improved public transport and road access. Health benefits may also occur from improved accessibility. The policies are also likely to result in air quality improvement and reductions in GHG emissions through reduce congestions and the promotion of public transport. There is potential for the policies to have negative effects on biodiversity, the historic environment and its setting, the landscape and townscape, the water environment and flooding given they include proposals to construct new transport infrastructure. Effects will depend on the location, design, and mitigation for projects. The road capacity improvement project as part of Policy 2.2.3 may result in mixed effects as there is potential for congestion to be reduced, however they may attract additional vehicles.

6.2.3 Objective 3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports

Table 13: Policy Assessment Summary – Objective 3 Policies

	SEA Objectives														
LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 3.1: Accessing Ports and Airports															
Policy 3.1.1 Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail	+	+	0	+++	++	? / - -	? / -	? / -	? / -	? / -	? / -	++	++	? / -	++
Policy 3.1.2 Support improved road and rail connectivity to nearby airports, in particular at Stansted	+	+	++	+++	++	? / - -	? / -	? / -	? / -	? / -	? / -	++	++	? / -	++
Policy 3.1.3 Support the region's visitor economy through efficient passenger connectivity at Harwich	0	0	++	+++	0	0	0	0	0	0	0	0	0	0	++
Policy 3.1.4 Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority	+	+	++	+	++	0	0	0	0	0	0	+	+	0	++
Policy Theme 3.2: Supporting the Local Visitor Economy															
Policy 3.2.1 Improving connectivity to international gateways and larger centres	+	+	++	+++	+	0	0	0	0	0	0	+	+	0	+
Policy 3.2.2 Delivering an integrated transport network easily navigable for those visiting the region for the first time	+	+	+	+	+	0	0	0	0	0	0	+	+	0	+
Policy 3.2.3 Delivering sustainable transport connectivity to tourist destinations in rural areas	+	+	++	+++	+	0	0	?	?	0	0	+	+	0	+
Policy 3.2.4 Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure	+	+	+	++	+	0	0	0	0	0	0	+	+	0	+
Policy Theme 3.3: Supporting Business Clusters															
Policy 3.3.1 Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad	- / +	+	+++	+++	- / ++	? / - -	? / -	? / -	? / -	? / -	? / -	- / +	- / +	0	+
Policy 3.3.2 Improve local connectivity to bring firms and organisations in our towns and cities closer together	+	+	+++	+++	++	?	?	?	?	?	?	++	++	0	+

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 3.4: Freight															
Policy 3.4.1 Promoting rail freight	+	+	0	++	++	+	0	0	0	0	0	++	++	0	+
Policy 3.4.2 Promoting and enforcing appropriate Heavy Commercial Vehicle routing	+	+	0	+	+	0	0	0	0	0	0	0	0	0	+
Policy 3.4.3 Promoting sustainable urban freight distribution	+	+	0	+	+	+	0	0	0	0	0	++	+	0	0
Policy 3.4.4 Improving road freight facilities	+	++	0	+	0	+	0	0	0	0	?	+	+	0	0
Policy 3.4.5 Supporting efficient air freight and the aviation sector	0	0	0	+	0	0	0	0	0	0	0	+	+	0	0

Summary

Policy Theme 3.1 supports improvements to road and rail connections to and from the ports at Felixstowe and Harwich and nearby airports such as Stansted to increase accessibility and the efficiency of the transport for freight, business travel, visitors, and port and airport employees. All four policies have the potentially to contribute to economic growth in the area, particularly Policies 3.1.1, 3.1.2 and 3.1.3. Accessibility within the region and also to other areas within the country as well as international destinations will be improved as a result of these policies. This will likely lead to benefits for the local economy with Policies 3.1.1, 3.1.2 and 3.1.3 particularly contributing to this. Policies 3.1.1, 3.1.2 and 3.1.4 also have the potential to improve air quality and reduce GHG emissions which could also result in health benefits. Given that Policy 3.1.1 and 3.1.2 includes measures to upgrade both rail and road infrastructure there is potential for negative effects on biodiversity, the setting of the historic environment, landscape, soils, the water environment and flooding. Effects will depend on the location, design, and mitigation for projects.

Policy Theme 3.2 supports the visitor economy by improving accessibility, connectivity and integration of the transport network for visitors to the region. The four policies aim to improve the public transport network, especially for tourists, making it more attractive and easier to use and therefore potentially leading to a reduction in the use of private cars/hire cars. This would have benefits for air quality and health, GHG emissions reduction, congestion, and road health and safety. The policies will increase the connectivity and accessibility of the region's public transport to key entry points and rural tourist destinations. This will make access easier for visitors but will also have benefits for residents when having days out, going on holiday, or travelling for business. This will contribute to economic growth, especially through the tourism industry and may also have benefits for business travel connectivity. The policies have the potential to result in indirect benefits for biodiversity and the setting of the historic environment due to a reduction in car use and increased access leading to increased visitor numbers which could have benefits for the maintenance, protection and public awareness of these areas. However, demands of tourism, for example visitors to designated sites, will need to be balanced with ecological/heritage protection to avoid damage to these areas.

Policy Theme 3.3 aims to improve highway and public transport provision for businesses to encourage investment and easy trade and travel between areas and abroad. The policies are likely to increase accessibility through improvements to the road network alongside upgrades to public and active transport infrastructure. Economic benefits are also likely through improved links with the wider network and Policy 3.3.2 aims to connect business cluster areas with active and sustainable modes of transport. There is also likely to be improvements to air quality as a result of the policies reducing congestion and potentially reducing the number of journeys made by vehicles. However, the road projects within Policy 3.3.1 also have the potential to increase vehicle numbers through capacity improvements therefore mixed effects have been identified. The potential for negative effects have been identified for biodiversity, historic environment and its setting, water environment, landscape and townscape, soils and flooding due to new infrastructure and upgrade works. Effects will depend on the location, design, and mitigation for projects.

Policy Theme 3.4 promotes sustainable freight movements. There is potential for Policies 3.4.1, 3.4.2, 3.4.3 and 3.4.4 to have benefits on health given that they will potentially improve air quality. Policy 3.4.1 and 3.4.3 in particular will result in improvements in air quality through reduce goods vehicles on the road, making the freight network in the region more sustainable and through the introduction of a Low Emission Zone. There is likely to be positive effects on the economy as the transport network will be more efficient as a result of all the policies due to the importance of freight to the local economy. Policies 3.4.1, 3.4.2 and 3.4.3 also have the potential to reduce congestion on the road network. Indirect positive effects for biodiversity may occur as a result of a reduction in goods vehicles on the road as well as through the promote of electric vehicles as a result of Policies 3.4.1, 3.4.2 and 3.4.3.

6.2.4 Objective 4: Building a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

Table 14: Policy Assessment Summary – Objective 4 Policies

	SEA Objectives														
LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 4.1: Building a Resilient and Adaptive Transport Network to Climate Change															
Policy 4.1.1 Managing the risks to the transport network presented by climate change	+	+	++	++	0	+	0	0	0	0	+++	+	+	+++	++
Policy 4.1.2 Sustainable road network maintenance	+	+	++	++	0	0	0	0	0	+	++	++	++	+++	++
Policy 4.1.3 Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change	+	+	+	++	0	0	0	0	0	0	++	+	+	+++	++
Policy Theme 4.2: Maintaining and Managing the Transport Network															

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
4.2.1 Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators	+	++	0	+	0	0	0	0	0	0	0	+	+	0	+++
4.2.2 Supporting highway authorities in minimising the whole life costs of the highway	+	+	0	+	0	0	0	0	0	0	+	++	+	++	+++
4.2.3 Addressing the challenges of climate change and enhancing our communities and environment	+	+	+	+	0	0	0	0	0	0	0	+	++	++	+++

Summary

Policy Theme 4.1 aims to ensure the transport network is resilient and adaptive to climate change effects. The policies are likely to reduce the vulnerability of the transport network to climate change and increase accessibility by preventing travel disruption and severance. By building resilience into the network, the lifespan of the transport infrastructure is likely to be increased and the health and safety of the network is also likely to be improved. This will have benefits for health, access and the economy. All three policies are likely to have positive effects on air quality and minimising GHG emissions as they aim to increase the resilience of the transport network, reducing the need for maintenance and new transport infrastructure. Policy 4.1.2 aims to encourage sustainable and adaptative design principles which includes the consideration of air quality into the design of the road schemes. It also aims to promote the use of sustainable materials with less environmental impacts in terms of their lifecycle. All three policies will have positive effects on flooding, but Policy 4.1.1 is likely to be more significant as it seeks to ensure changes or improvements to one section of the transport infrastructure does not exacerbate flood effects elsewhere.

Policy Theme 4.2 aims to improve highway maintenance and use of materials. Selecting design and materials with low emissions and careful timing of maintenance activities will reduce congestion associated with roadworks, which may have positive effects for health from reduce emissions from idling vehicles and reduced driver stress. All three policies will have major positive effects on the use and lifespan of existing transport infrastructure by prioritising maintenance setup, development of KPIs (Policy 4.2.1); standardisation of materials, sustainable and adaptive design principles (Policy 4.2.2); and actively considering climate change adaptation (Policy 4.2.3). Vulnerability to climate change is expected to be reduced through sustainable and adaptive design measures that consider climate change under Policy 4.2.2. Asset management that actively considers highways or other assets that are susceptible to climate change with maintenance regimes adapted for them under Policy 4.2.3 will have benefits for asset resilience. Policy 4.2.1 is likely to improve road safety and reduce accidents through improved maintenance of highways which should help maintain their good condition. The installation of smart methods of infrastructure monitoring under Policy 4.2.2 will contribute indirectly to road safety through automating alerts. Coordination of roadworks and implementation of safe design measures under Policy 4.2.3 will minimise disruption on the network and improve safety.

6.2.5 Objective 5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries

Table 15: Policy Assessment Summary – Objective 5 Policies

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 5.1: Safety for all – a Safe Systems Approach															
Policy 5.1.1 A multi-agency approach to improving road safety	++	+++	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy 5.1.2 Continuous and comprehensive monitoring and evaluation of key road safety indicators	++	+++	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy 5.1.3 Support improvement in road user behaviour through education, training and publicity programmes	++	+++	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy 5.1.4 Adoption of the Safe System Approach into the mainstream of highway engineering	++	+++	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy Theme 5.2: Ensuring Transport Security															
Policy 5.2.1 Addressing personal safety and security issues	++	+++	++	++	++	-	0	0	0	0	0	+	+	0	+
Policy 5.2.2 Improving the security of public transport stops, stations and hubs	++	+++	++	++	+	+	0	0	0	0	0	+	+	0	+

Summary

Policy Theme 5.1 aims to improve the safety of the transport network. Moderate positive effects on health of the population is expected from the prevention and minimisation of injuries and death from road accidents through the promotion of road safety (Policy 5.1.1 and 5.1.3), monitoring (Policy 5.1.2) and review of road designs to conform with Safe System principles, such as speed limits (Policy 5.1.4). Major positive effects are expected on the safety of the transport network with collaboration between agencies and public service providers (Policy 5.1.1) to deliver a holistic road safety partnership. Both Policies 5.1.2 and 5.1.4 will involve the review, evaluation and monitoring of road safety with risk mapping leading to safety intervention, all of which are expected to improve safety of the transport network and thereby reducing accidents. Road safety courses and publicity campaigns (Policy 5.1.3) will have benefits through improved road user's behaviour leading to reduced accidents. There is likely to be minor positive effects on the support and contribution to local economic growth via increased road safety, reduced road accidents which may cause congestions (Policy 5.1.1, 5.1.2 and 5.1.4), thus improving efficiency of transport networks. Improved road user behaviour from education (Policy 5.1.3) may also

decrease the likelihood of accidents. All policies are expected to have an indirect minor positive effect on local air quality from the potential reduction of road accidents which cause congestions and idling emissions.

Policy Theme 5.2 aims to address personal safety and security issues on the transport network to make it more attractive and safer for users. Both policies address crime and fear of crime around transport which may improve accessibility, promote public transport use and contribute to reducing congestion. These policies could have the potential to have a major effect on people's willingness to travel and their ability to access jobs and key services. Personal security is important in enabling people to feel comfortable about walking, cycling, and using public transport, taxis and private hire vehicles. Policy 5.2.1 addresses evening, night time and early morning safety issues reducing fear of crime around transport. It also aims to target security enhancements through CCTV cameras at crime 'hotspots'. Policy 5.2.2. aims to work with public transport operators, police, community safety partnerships and passenger and user groups to tackle crime and anti-social behaviour at stops and stations particularly for vulnerable groups. These policies can therefore improve accessibility, promote public transport use and contribute to reducing congestion but can also benefit the local economy, especially the night-time economy, by helping people to make the journeys they want, when they want. There are also moderate positive health effects created from making cycling and walking safer for all, which both policies aim to achieve. A shift to public transport use and sustainable modes of transport could mean a potential reduction in private car use, which could have benefits for local air quality and GHG emissions. Policy 5.2.1 could have a minor negative impact on biodiversity through managing vegetation if managed poorly, but it would allow for fewer hiding locations.

6.2.6 Objective 6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all

Table 16: Policy Assessment Summary – Objective 6 Policies

	SEA Objectives														
LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 6.1: Transport Accessibility for All															
Policy 6.1.1 Supporting and promoting demand-responsive community transport services	+++	0	+++	0	0	0	0	0	0	0	0	0	0	0	+
Policy 6.1.2 Facilitating access to education and wider mobility for vulnerable children	++	0	+++	0	0	0	0	0	0	0	0	0	0	0	+
Policy 6.1.3 Improving the accessibility of transport infrastructure	+++	0	+++	0	0	0	0	0	0	0	0	0	0	0	0
Policy 6.1.4 Promoting the provision of accessible transport information	+++	0	+++	0	0	0	0	0	0	0	0	0	0	0	0

LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
	SEA Objectives														
Policy 6.1.5 Optimise the use of new technologies in improving accessibility	+++	0	+++	0	0	0	0	0	0	0	0	0	0	0	0
Policy Theme 6.2: Transport Pricing and Affordability															
Policy 6.2.1: Improve our public transport to provide an affordable alternative to the car	+	0	+++	+++	+++	0	0	0	0	0	0	++	++	0	0
Policy 6.2.2: Increase the affordability of travelling by bus and rail	+	0	+++	+	+++	0	0	0	0	0	0	++	++	0	0
Policy Theme 6.3: Access to Education and Key Services															
Policy 6.3.1 Access to Education	+	+	++	+	++	+	0	0	0	0	0	+	+	0	0
Policy 6.3.2 Access to non-emergency health and social care, and other key services and amenities	++	0	++	+	++	+	0	0	0	0	0	+	+	0	0
Policy 6.3.3 Digital inclusion	+	0	+	0	+	+	0	0	0	0	0	+	+	0	0
Policy Theme 6.4: The Future of Mobility															
Policy 6.4.1 Promote and support research, innovation and engagement work undertaken by Smart Cambridge	+	+	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy 6.4.2 Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies	+	+	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy 6.4.3 Guiding the development of a regulatory framework under which new transport technology providers operate	+	+	++	+	+	0	0	0	0	0	0	+	+	0	0

Summary

Policy Theme 6.1 aims to increase the accessibility of the transport network for all including mobility impaired and vulnerable groups. All the policies will have positive effects on improving accessibility to key services, employment and recreational areas through increasing accessibility for all particularly vulnerable groups who may face barriers to accessing facilities, this will also help improve people's health and wellbeing. Policy 6.1.1 supports community transport which will help fill the gaps in public transport provision. This will particularly help rural communities and the elderly. Policy 6.1.2 aims to improve access to educational facilities for vulnerable children. Policy 6.1.3 aims to ensure transport and movement is accessible for all including vulnerable groups and mobility impaired persons and particularly looks at improving links to hospitals and health care facilities. Policy 6.1.4 aims to increase provision of accessible transport information, so that more people and groups are aware of the services they can use. Policy 6.1.5 aims to ensure certain groups are not accidently 'designed out' of being able to access transport and that accessibility, social inclusion and quality of life is improved for all.

Policy Theme 6.2 aims to ensure fair pricing on the transport network to ensure public transport is an affordable alternative to the car. The policies will improve provision of public transport and will for example make it easier for shift workers to use public transport. Improving the affordability of public transport will help reduce inequalities in certain areas as there will be better access to public transport for deprived communities. These policies are likely to benefit the health and wellbeing of communities. A major positive effect on accessibility is expected from improved services and lower travel costs. Collaboration with and financial support to public transport operators will improve overall service, increasing the reliability and efficiency and the network, contributing the movement of people and the local economy. Policy 6.2.2 will make use of public transport a more affordable option to commute to and from work and may increase access to employment areas. Improved affordability of public transport may potentially reduce the number of car trips required, reducing the amount of vehicular emission, having a positive effect on air quality and GHG emissions reduction.

Policy Theme 6.3 aims to increase access to education and key services through sustainable transport modes. Education can be linked to health therefore improving access to education (Policy 6.3.1) for those in need is likely to result in minor positive effects for the health of these individuals and potentially reduce health inequalities. The policy also aims to encourage active and sustainable modes of transport which can improve health. There is potential for moderate positive effects through Policy 6.3.2 as it is likely to increase inclusion in access to key services, including healthcare, which will likely improve health and reduce inequalities, particularly in rural areas. Digital inclusion through online services (Policy 6.3.3) is also likely to improve health and reduce inequalities as more people will be able to access information and potentially make healthier choices. Policy 6.3.1 has the potential to improve the health and safety of the transport network by supporting Bikeability cycle training for students which could lead to safer cycle travel. There is potential for indirect benefits for the economy through Policy 6.3.1 and Policy 6.3.2 as improving access to education opportunities could increase the labour market. In addition, if there are health improvements through increased access to healthcare, there are also potential benefits for the labour market. Policy 6.3.1 aims to promote sustainable and active methods of travel for students, parents and employees accessing education sites which could reduce congestion. It is likely that Policy 6.3.1 and 6.3.2 will deliver increased access to education, healthcare and other key services through the public transport network. There is also potential for congestion to be reduced through Policy 6.3.2 as it aims to support measures such as car share and cycle buddy networks which promote inclusion. Increasing digital inclusivity (Policy 6.3.3), has the potential to reduce the need for travel as individuals may be able to access key information online rather than travelling.

Policy Theme 6.4 promotes new technologies which may improve future mobility. All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel. Therefore, long-term positive effects are likely for health and air quality due to reduced emissions associated with transport and indirect benefits for the economy. Policy 6.4.3 specifically mentions promoting the benefits of new transport technology to improve the connectivity of rural and less well-connected urban communities, therefore, benefiting accessibility.

6.2.7 Objective 7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles

Table 17: Policy Assessment Summary – Objective 7 Policies

	SEA Objectives														
LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 7.1: Public Rights of Way and Waterways															
Policy 7.1.1 Align policies for Public Rights of Way across Cambridgeshire and Peterborough	+	0	+	0	+	0	0	+	0	0	0	0	0	0	0
Policy 7.1.2 Improve access to the green spaces for all	++	0	++	0	+	0	0	+	0	0	0	0	0	0	0
Policy 7.1.3 Develop a network which is safe and encourages healthy activities	++	+	+	0	+	0	0	+	0	0	0	0	0	0	0
Policy 7.1.4 Integrate new development into the Public Rights of Way network without damaging the countryside	++	0	++	0	+	0	0	+	0	0	0	0	0	0	0
Policy 7.1.5 Make available high quality, definitive information, maps and records on the network	+	0	+	0	+	0	0	0	0	0	0	0	0	0	0
Policy 7.1.6 Ensure the network is complete to meet the needs of today's users and land managers	+	0	+	0	+	0	0	+	0	0	0	0	0	0	0
Policy 7.1.7 Support better land and waterway management	++	+	+	0	+	+	+	+	+	0	+	0	0	0	0
Policy Theme 7.2: Promoting and Raising Awareness of Sustainable Transport Options															
Policy 7.2.1 Support travel plan development and implementation of travel plan measures within workplaces so that healthy, safe, low carbon travel options for commuters are actively encouraged and supported	++	0	+	0	++	+	0	0	0	0	0	++	++	0	+
Policy 7.2.2 Ensure the adoption and enforcement of local travel plan guidance, for new planning applications	+	0	+	0	++	+	0	0	0	0	0	++	++	0	+
Policy 7.2.3 Promote existing and new walking and cycling routes to commuters and residents	++	0	+	0	+++	+	0	0	0	0	0	+++	+++	0	+
Policy 7.2.4 Continue to promote cycle training in schools and for adults	++	+	+	0	+++	+	0	0	0	0	0	++	++	0	+
Policy 7.2.5 Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised	++	0	+	0	+++	+	0	0	0	0	0	+++	+++	0	+
Policy Theme 7.3: Supporting and Promoting Health and Wellbeing															

LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
	SEA Objectives														
Policy 7.3.1 Reducing physical inactivity through active travel infrastructure, education, training and promotion	+++	++	+++	++	+++	+	0	+	0	0	0	++	++	0	0
Policy 7.3.2: Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure	++	0	0	+	+++	+	0	+	0	0	0	+++	+++	0	0
Policy 7.3.3: Improving street scene / public realm to improve safety	+	++	0	0	0	+	++	++	0	0	0	0	0	0	0
Policy 7.3.4: Increasing ability to access health and social care, and leisure facilities / amenities	++	0	+++	+	+	+	0	0	0	0	0	+	+	0	0
Policy 7.3.5: Increasing ability to access to wider opportunities - employment, social activities	+	++	+++	+++	+	+	0	0	0	0	0	+	+	0	0
Policy 3.4 Reducing Noise Pollution															
Policy 7.4.1 Monitoring and reducing noise pollution from the road network	++	+	0	0	+	+	0	+	0	0	0	++	++	0	0
Policy 7.4.2 Monitoring and reducing noise pollution from airports	+	0	0	0	0	+	0	+	0	0	0	0	0	0	0
Policy 7.4.3 Monitoring and reducing noise pollution from the railway network	+	0	0	0	0	+	0	+	0	0	0	0	0	0	0
Policy 7.4.4 Monitoring and reducing noise pollution from construction	+	0	0	0	0	+	0	+	0	0	0	0	0	0	0

Summary

Policy Theme 7.1 aims to improve access to rights of way and connectivity to the countryside. Overall, all policies directly provide benefits to the health and wellbeing of the population by improving access to and quality of green space, paths for walking and cycling, and encouraging healthy activities along the rights of way network. While most of the recorded benefits of the policies are minor, on a holistic level the policies will provide significant improvements to health and wellbeing of local people, as well as townscape character through perceived ‘pride’ or ‘opinion’. There is likely to be minor positive effects on the biodiversity, heritage, and flood risk as a result of Policy 7.1.7. It aims to both improve waterways to ensure they are more attractive for leisure activities and also includes provisions to consider the need for flood protection, conservation and heritage.

Policy Theme 7.2 aims to promote and raise awareness of sustainable transport options. All the policies aim to encourage use of sustainable travel modes, particularly walking and cycling which are active forms of travel and will have health benefits. If modal shift occurs, then there could be benefit for reduce congestion, GHG emissions, and air quality benefits which would have positive effects for health. Policy 7.2.4 promotes cycle training for children and adults. This may improve the confidence and competence of cyclists on the road, resulting in a safer road environment. Accessibility may

be improved through the promotion of car share and bike loan schemes in Policy 7.2.1. Travel Plan guidance and provision of infrastructure as part of new developments will also assist and improve accessibility to a certain extent. Promotion and provision of walking and cycle routes, and training is expected to increase awareness and access to sustainable modes of transport.

Policy Theme 7.3 aims to support health and wellbeing through encouraging active travel, reducing air pollution and increasing accessibility to health, leisure, employment and social activities and facilities. All five of the policies are likely to have positive effects on improving the health of the population. Policy 7.3.1 aims to give walking and cycling the highest priority when developing streets and roads, promote healthy lifestyles for all demographics and ensure cycle and footpaths are comprehensive. This promotion of active modes of transport will therefore likely have positive health effects. Policy 7.3.2 aims to reduce air pollution, Policy 7.3.4 aims to improve access to healthcare. These all have the potential for moderate positive effects on health and wellbeing. Policy 7.3.1 aims to ensure walking and cycle routes are safe for all and Policy 7.3.3 aims to promote a safe systems approach and deliver transport security through policies. These are likely to improve the safety of the transport network. Policy 7.3.5 also aims to promote a safe network for all. Policy 7.3.5 is likely to have positive effects for the local economy as it aims to increase the affordability and accessibility to employment. Policy 7.3.1 is also likely to contribute to economic growth as residential areas will be more connected to walking and cycling routes as well as to public transport meaning they can potentially access employment easier. Increasing access to health care (Policy 7.3.4) may also indirectly benefit the economy. Policy 7.3.2 may support transition to a low carbon economy. Policy 7.3.2 aims to reduce air pollution through promoting the use of low emission vehicles which is likely to have major benefits for air quality. Policy 7.3.1 also aims to promote active and sustainable modes of transport which is likely to improve air quality. Policy 7.3.4 and 7.3.5 may also improve air quality if improvements to accessibly is achieved through public transport. There is likely to be benefits for the setting of the historic environment and townscape as a result of public realm and streetscape improvements.

Policy Theme 7.4 aims to reduce noise pollution across four key areas (the highway network, airports, the railway network and construction) as noise has linkages with detrimental health effects. As a result, all four policies will likely have a positive effect on health and wellbeing through reducing noise effects. Policy 7.4.1 will likely have additional health benefits as it aims to promote the use of electric vehicles which have the potential to improve air quality and therefore health. Policy 7.4.1 is also likely to have a positive effect on GHG and road congestion through promoting electric vehicles and reducing the number of journeys required. All four policies will likely have a positive effect on the landscape and townscape from a reduction in noise emissions and may also result in indirect positive effects for biodiversity. It is not anticipated that any of the policies will have an effect on accessibility, the economy, the historic environment and its setting, soils, the water environment, flood risk, climate resilience or the reuse of infrastructure.

6.2.8 Objective 8: Ensure transport initiatives improve air quality across the region to meet good practice standards

Table 18: Policy Assessment Summary – Objective 8 Policies

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 8.1: Improving Air Quality															
Policy 8.1.1 Reducing vehicle emissions	+++	0	0	++	+++	+	0	0	0	0	0	+++	+++	0	+
Policy 8.1.2 Keeping emissions low in the future	+++	0	0	++	++	+	0	0	0	0	0	+++	+++	0	0
Policy 8.1.3 Improving public health	+++	0	+	++	+	0	0	0	0	0	0	+	+	0	0

Summary

Policy Theme 8.1 aims to improve air quality through the reduction of transport related emissions. Policy 8.1.1 and 8.1.2 are expected to improve and enhance the local air quality, particularly in the AQMAs. Policy 8.1.1 aims to encourage low emission and sustainable modes of transport (such as low emission taxis, cycle delivery and 'click and collect' facilities away from town centres) through developing licensing conditions, pricing mechanisms and incentivised schemes reducing the impacts within AQMAs. The policy is also investigating the potential for a Clean Air Zone in Cambridge city centre, one of the seven traffic related AQMAs within the Combined Authority Area. Policy 8.1.2 aims to protect and improve the local air quality through monitoring and planning policy improvements. Monitoring of the current air quality at key locations, developing and implementing more effective Air Quality Action Plans are key aims of this policy. Policy 8.1.3 supports sustainable transport modes which may help reduce air pollution from transport. Improvements to air quality resulting from these policies will have positive effects on the health of local residents. Policy 8.1.2 is also expected to improve the health of the population by developing new air quality/planning policies in the area's Air Quality Action Plans such as Health Impact Assessments at the pre-application stage for major developments. The policy also aims to provide public information campaigns about the health impacts of air pollution and monitor air quality at key locations to develop and implement effective Air Quality Action Plans. Policy 8.1.3 aims to improve public health through information campaigns and supporting sustainable transport modes. Policy 8.1.1 would have a positive effect on congestion and the economy by creating 'click and collect' hubs at Park & Rides sites which would reduce the requirement for private use cars to enter town centres and investigating 'last mile' deliveries using electric car/taxi and/or bikes. Policy 8.1.3 will help ensure a healthy workforce, contributing to the local economy.

6.2.9 Objective 9: Deliver a transport network that protects and enhances our natural, historic and built environments

Table 19: Policy Assessment Summary – Objective 9 Policies

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 9.1: Protecting the Natural Environment															
Policy 9.1.1 Protection and enhancement of the natural environment	++	+	++	++	+++	+++	+	+	+++	+++	+++	++	++	+	+
Policy 9.1.2 Improving sustainable access to the natural environment	++	+	+++	++	+++	++	0	+	+	0	0	++	++	+	+
Policy 9.1.3 Delivering green infrastructure	++	++	+++	++	+++	++	0	+	+	0	++	++	++	+	+
Policy Theme 9.2: Enhancing our Built Environments and Protecting our Historic Environments															
Policy 9.2.1 Work with our local highway and planning authority partners to enhance and protect our built and historic environment	+	+	+	+	++	0	+++	++	0	+	+	+	+	++	++

Summary

Policy Theme 9.1 aims to protect and enhance, and improve access to, the natural environment by sustainable modes. The policies will have positive effects for protection and enhancement of the natural environment including biodiversity and geodiversity, landscape, soils and the water environment. Policy 9.1.1 in particular will help ensure that transport infrastructure does not cause negative environmental effects and that opportunities for enhancement are maximised. Health and accessibility will also be improved through access to the natural environment by sustainable transport modes. However, increased footfall may affect the tranquillity of the countryside or damage ecological sites, so this will need to be carefully managed. The policies are also likely to have benefits for air quality and GHG reduction through promotion of sustainable non-motorised forms of transport, especially for short journeys.

Policy Theme 9.2 aims to conserve and enhance the built and historic environment. The policy is likely to have a major positive effect on the historic environment and its setting, designing and developing the built environment in a way that is sympathetic to the local history. The policy also considers the specific challenges relating to the built environment in market towns and recognises and supports innovation and future mobility patterns, which are key for encouraging tourist activity within historic areas such as market towns. The policy is likely to develop a consistent approach to local policy with regard to design which reflects the current and future needs to support the health, social and cultural wellbeing of the community, through improving strategic pedestrian routes and reducing private car usage in the built environment will improve air quality and noise quality benefiting the local residents. The policy recognises the need to consider how the existing built environment needs to be adapted for, and new development needs to

consider, the impacts of climate change. It aims to use the existing infrastructure, but to also future-proof it for future generations. Enhancements will have to remain sympathetic to the local historic character, however the policy supports and recognises innovation and future mobility patterns.

6.2.10 Objective 10: Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

Table 20: Policy Assessment Summary – Objective 10 Policies

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 10.1: Reducing the Carbon Emissions from Travel															
Policy 10.1.1 Utilising new technologies as they become available to minimise the environmental impacts of transport	+	0	0	+	+	+	0	0	0	0	0	++	++	0	0
Policy 10.1.2 Managing and reducing transport emissions	++	0	0	+	+	+	+	+	+	+	0	+++	+++	0	0
Policy 10.1.3 Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel	++	+	++	+	+++	+	0	0	0	0	0	++	++	0	0

Summary

Policy Theme 10.1 aims to reduce carbon emission from travel through utilising new technologies and encouraging and enabling sustainable alternatives to the private car. All the policies encourage a move away from petrol/diesel transport to cleaner more sustainable alternatives which will have positive effects on reducing emissions associated with transport, health, reduced congestion and the economy. Policy 10.1.2 is likely to have major positive effects on air quality and GHG reduction as it is directly about reducing transport emissions from a range of sectors and modes. Policy 10.1.3 specifically encourages sustainable alternatives to the private car including reducing the need to travel which will have benefits for reduced congestion and accessibility, and air quality. Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce effects on the environment during construction works, therefore, providing short-term protection.

6.2.11 Modal policies

Table 21: Policy Assessment Summary – Modal Policies

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy Theme 11: Walking															
Policy 11.1 Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns	+++	++	++	+	+++	+	0	0	0	0	0	+	+	0	0
Policy 11.2: Ensure that new developments provide a high-quality walking environment	+++	++	++	+	+++	+	0	0	0	0	0	+	+	0	0
Policy Theme 12: Cycling															
Policy 12.1 Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas	+++	+++	++	+	+++	+	0	+	0	0	0	+++	+++	0	+
Policy 12.2: Provide secure, conveniently located cycle parking that meets demand	++	+	+	0	++	+	0	+	0	0	0	++	++	0	+
Policy 12.3: Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and to key destinations	+++	+++	++	+	+++	+	0	+	0	0	0	+++	+++	0	+
Policy 12.4: Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors, including the uptake of new cycle technologies such as affordable e-bikes	+++	++	++	++	+++	+	0	+	0	0	0	+++	+++	0	+
Policy 12.5: Embed cyclists needs in the design stage of new transport infrastructure	+++	+++	++	+	+++	+	0	+	0	0	0	+++	+++	0	+
Policy Theme 13: Delivering a Seamless Public Transport System															
Policy 13.1 Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators	++	+	++	+	+	0	0	0	0	0	0	+	+	0	0
Policy 13.2 Improve journey information to maximise the ease of travelling by public transport	+	+	++	+	+	0	0	0	0	0	0	+	+	0	0

LTP policy	SEA Objectives: Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
Policy 13.3 Support the delivery of new and improved integrated, multi-modal transport hubs	++	+	+++	++	+++	0	0	0	0	0	0	++	++	0	++
Policy 13.4 Support additional Park & Ride provision, in conjunction with Cambridgeshire Autonomous Metro (CAM), where fully integrated into local transport networks	++	+	+++	++	+++	? / -	? / -	? / - -	? / - -	? / -	? / -	++	++	? / -	0
Policy Theme 14: Rural Transport Services															
Policy 14.1: Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders	++	+	+++	++	++	+	0	0	0	0	0	+	+	0	+
Policy 14.2: Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network	++	+	+++	++	++	+	0	0	0	0	0	+	+	0	+
Policy 14.3: Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network	++	+	+++	++	++	+	0	0	0	0	0	+	+	0	+
Policy Theme 15: Improving Public Transport in our Towns and Cities															
Policy 15.1 Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency	++	+	+++	+++	+++	+	0	0	0	0	0	++	++	0	+
Policy 15.2 Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility	++	+	+++	+++	+++	? / - -	? / - -	? / -	? / -	? / -	? / -	++	++	? / -	0
Policy 15.3 Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure	++	+	+	++	+++	+	0	0	0	0	0	++	++	0	0
Policy Theme 16: Travelling by Coach															
Policy 16.1 Providing sufficient space and appropriate infrastructure for coach services	+	+	++	++	+	+	0	0	0	0	0	+ / 0	+ / 0	0	+
Policy 16.2 Integrating coach services with wider public transport and highway networks	+	0	++	++	+	+	0	0	0	0	0	+ / 0	+ / 0	0	+
Policy Theme 17: Travelling by Train															

LTP policy	Health	Safety	Accessibility	Economy	Sustainable Transport	Biodiversity / Geodiversity	Historic Environment	Landscape	Soils	Water	Flood risk	Air Quality	GHG emissions	Climate resilience	Reuse of Infrastructure
	SEA Objectives														
Policy 17.1 Support measures to deliver a more reliable, integrated, passenger-friendly rail network	+	+	+++	+++	++	+	0	0	0	0	0	++	++	0	+
Policy 17.2 Facilitate improvements to our rail stations to improve the experience of travelling by train	+	+	+++	+	++	+	0	0	0	0	0	++	++	0	+
Policy 17.3 Explore options to expand the rail network to link to new settlements, corridors and growth areas	++	+	+++	+++	+++	? / - -	? / -	? / - -	? / - -	? / -	? / - -	+++	+++	0	+
Policy 17.4 Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity	++	+	+++	+++	++	? / - -	0	0	0	0	0	+++	+++	0	+
Policy Theme 18: The Local Road Network															
Policy 18.1 Identifying a Key Route Network	0	+	0	+	0	0	0	0	0	0	0	0	0	0	+
Policy 18.2 Promoting more efficient use of the existing road network	+	+	+	++	+++	+	0	0	0	0	0	++	++	0	++
Policy 18.3 Aligning approaches to management and maintenance	0	+	0	+	0	0	0	0	0	0	0	0	0	0	++
Policy Theme 19: Parking															
Policy 19.1 The design of parking	+	+	+	+	+	0	0	0	0	0	0	+	+	0	0
Policy 19.2 Managing parking demand	+	+	+	0	+	0	0	0	0	0	0	+	+	0	0
Policy 19.3 Parking technology and implications of disruptive technology	0	0	+	+	0	0	0	0	0	0	0	0	0	0	0
Policy Theme 20: Making Long Distance Journeys by Car															
Policy 20.1 Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility	- / +	- / ++	++	++	- / ++	? / -	? / -	? / -	? / - -	? / -	? / -	- / ++	- / ++	? / -	- / +
Policy 20.2 Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad	- / +	- / +	++	++	- / ++	? / -	? / -	? / -	? / -	? / -	? / -	- / +	- / +	? / -	- / +

Summary

Policy Theme 11 supports increased numbers of walking trips. Both of the Policies 11.1 and 11.2 aim to promote walking for short distance trips, improve facilities and connectivity for pedestrians, and work with public health teams to encourage walking as a means to prevent and treat related conditions. This is likely to have major positive effects on health. Improved pedestrian links are expected to establish a safer environment for walkers, hence reducing potential accidents. There is likely to be improved connectivity for walking trips therefore increasing accessibility. Improved pedestrian links which are integrated with infrastructure and developments and improved public realm will likely promote walking as alternative mode of transport.

This could potentially reduce the need to travel by car, particularly for short journey, therefore reducing road traffic and congestion and resulting in benefits for air quality and GHG reduction.

Policy Theme 12 promotes enhancement and expansion of cycle facilities to encourage increased cycling. All five policies promote cycling as a viable mode of transport through improvements in infrastructure and facilities. This will likely lead to an increase in cycling activities which has the potential to improve health, increase accessibility and reduce road traffic congestion. Policies 12.1, 12.3, 12.4 and 12.5 encourage safety through design and cycle segregation. This is likely to help reduce conflicts between cyclists and other road users, increasing safety. Policy 12.2 aims to ensure cycling parking is secure which will help to reduce crime related to bicycle theft. Policy 12.5 promotes cycle training and improved legibility of cycle networks which is likely to contribute to improved road safety. All the policies will likely result in positive effects for air quality and reducing GHG emissions by reducing the need to travel by car. An improvement in cycling infrastructure and the reduction in the number of cars could potentially contribute to enhancing the townscape. All five policies will maximise the use of cycling infrastructure and are likely to have indirect positive effects on biodiversity.

Policy Theme 13 aims to deliver a seamless public transport system through improved ticketing and affordability of travel, improved information for users, and delivery of integrated multi-modal transport hubs. This is likely to have positive effects on health, accessibility, the economy, air quality and reduced congestion as it may facilitate modal shift away from the private car. Policy 13.1 and 13.2 will improve accessibility through easier and more affordable public transport travel. Measures such as integrated ticketing and a clearer pricing structure are likely to improve access for vulnerable groups. Policies 13.3 and 13.4 are likely to have major benefits for accessibility. Measures such as improving major transport hubs, creating small rural hubs close to existing transport corridors, and new park and ride facilities along key highway corridors will help increase accessibility via a range of transport options. Policy 13.4 promotes park and ride sites, depending on the location of these sites there could be negative effects on ecology, heritage and landscape. The site selection process will need to take this into account.

Policy Theme 14 aims to increase the public transport connectivity of rural areas as well as promoting the use of demand-responsive transport (DRT) and pooling services where public transport is not feasible. This is likely to increase accessibility to key services and open up employment opportunities, particularly for those without access to a private car. There is also likely to be economic opportunities for those delivering DRT services or for organisations such as Uber. There is also likely to be a reduction in private car usage due to increase public transport connectivity which is likely to have positive effects on air quality and GHG emissions.

Policy Theme 15 aims to improve public transport in urban areas. All three policies are likely to have major positive effects on reducing road traffic congestion. Policy 15.1 and 15.2 aim to promote public transport as an efficient and reliable alternative to car travel and Policy 15.3 aims to introduce measures to reduce congestion beyond improving the public transport network. There is likely to be increased accessibility as a result of all the policies, however Policy 15.1 and 15.2 will create links to a wider area through both improved and new infrastructure. Economic benefits are also likely, particularly for Policy 15.2 which will connect the city centre of Cambridge to key business destinations around the city. Positive effects on air quality and GHG emissions are also expected for all three policies. Policy 15.2 includes the potential for new infrastructure, which could have potential negative effects for biodiversity and geodiversity, the historic environment and its setting, landscape, and soils. However, it will make use of existing busways as well as new routes, the route selection process is likely to take environmental aspects into account and project level mitigation may be required.

Tunnelling under Cambridge as part of the Cambridgeshire Autonomous Metro (CAM) will generate a large amount of excavated material and a strategy should be developed for its reuse.

Policy Theme 16 support travel by coach. The policies have the potential to increase the accessibility of the region as well as key attractions and destinations within the region. This will likely attract more visitors and will have subsequent benefits for the local economy. Policy 16.1 also aims to improve coach services for vulnerable users which could improve the physical and mental well-being of these individuals. There is also potential for positive effects on road congestion, air quality, GHG emissions, biodiversity and the water environment emissions, if the policies result in modal shift from the private car to coaches. However, if this shift is from other public transport modes or from increased numbers of visitors (resulting in more coaches) then effects are likely to be neutral.

Policy Theme 17 promotes rail improvements to increase travel by train as well as for freight movements. The policies include measures which are likely to promote and improve the experience of using rail services. There is likely to be increased accessibility through improved train frequency, reduced journey times and the introduction of new stations and new railway lines linking growth areas and key centres. This is likely to maximise the use the use of existing infrastructure. Policy 17.4 also has the potential to benefit the local and wider economy by supporting the movements of goods to, from and through the area. The policies are also likely to reduce the use of private car which will have direct positive effects on air quality and GHG emissions, and indirect positive effects on health and biodiversity. Policy 17.4 is also likely to have additional positive effects on air quality and GHG emissions as it aims to support the electrification of the rail network, increased the number of freight and passenger trains and also supports the achievement of the net zero target by 2050. Policy 17.3 is likely to have major positive effects for improved accessibility, facilitating economic growth, and encouraging modal shift away from the private car due to the proposed new stations and rail routes. However, this Policy also has potential for negative effects on ecology, the historic environment and its setting, flood risk, landscape and agricultural land loss depending on the location and project-level mitigation measures for new stations and rail routes.

Policy Theme 18 aims to promote efficient use and maintenance of the local road network. Policy 18.1 and 18.3 are likely to have positive effects on road health and safety as they will encourage a co-ordinated and prioritised approach to highway maintenance and transport asset management, maintaining roads in a good condition for users. Policy 18.2 is also likely to have positive effects as a shift of freight movement from road to rail will reduce the number of HGVs on the roads which may improve health and safety. It also aims to reduce the need to travel and encourage public transport instead of the private car which may have benefits for health and safety. Policy 18.2 promotes the use of Intelligent Mobility solutions to actively manage traffic and make more efficient use of existing networks and services, as well as promoting new infrastructure and improving the quality of existing infrastructure which will result in improved accessibility to key services. Measures to discourage vehicles such as parking controls will need to ensure they do not adversely affect vulnerable or mobility impaired people who reply on the car or that appropriate alternative transport modes are in place to meet their needs. Policy 18.2 encourages the use of rail freight instead of road freight as well as promoting the use of more sustainable modes of transport through new infrastructure and improving the quality of existing infrastructure, and introducing vehicles controls such as parking restrictions/vehicle charging, which could have a positive effect on air quality and GHG reduction.

Policy Theme 19 aims to ensure appropriate parking standards and facilities. Policy 19.1 and 19.2 aim to increase access through parking for Blue Badge holders in safe, accessible locations close to key services and amenities. The policy also promotes safe, secure parking design for all road

users, use of ultra-low emissions vehicles, and use of alternatives modes of transport to the private car. These policies will have minor positive effects on health. Policy 19.1 and 19.2 aim to manage and reduce demand for parking. This may reduce the numbers of vehicles in city/town centres making them safer for pedestrians and cyclists. Policy 19.1 and 19.3 may indirectly benefit the economy as reduced town and city centre congestion will enable public transport and cycling to be more reliable and efficient. Use of smart technology will also have benefits. Policy 19.2 aims to manage parking by encouraging alternative modes of transport. However, reduction in parking or higher pricing may put some people off, whilst encouraging others. Policy 19.1 promotes use of electric and other ultra-low emission vehicles through lower tariffs on parking and priority spaces with charging infrastructure. This will help increase uptake of non-petrol/diesel vehicles which will have benefits for air quality. Policy 19.2 seeks to reduce demand for parking through provision of alternatives. This will help modal shift away from the private car and therefore, a reduction in associated transport emissions.

Policy Theme 20 aims to reduce congestion on the highway network. This will have benefits for health, air quality, and GHG reduction. However, an unintended consequence may be that it encourages increased vehicle use. The policies have the potential to increase the accessibility within the region by improving the capacity of the road network and supporting economic growth. Policy 20.1 also aims to promote a busway which could be used as an alternative to car travel. The policies promote new highway infrastructure and therefore, there is potential for negative effects on biodiversity, landscape, historic environment and its setting, and soils depending on their location, design and project level mitigation measures.

6.3 Assessment of LTP Projects

The projects proposed in the LTP have been assessed as part of the SEA process and the assessment tables are provided in Appendix H. Projects included in policies have also been assessed as part of that policy (see section 6.2). Projects that are currently under construction have not been assessed as these are considered part of the baseline. Several of the proposed projects in the LTP have already undergone SEA as part of the previous LTP development. These projects have only been re-assessed where the project has changed since the previous assessment.

The projects are at different stages of development, some are at the concept stage or do not have specific locations and others are more defined. The majority of projects are likely to have construction related effects including impacts on noise and vibration, air quality through dust from construction activities, visual intrusion, increased traffic from construction vehicle movements, use of materials, energy and water, and generation of waste materials. Depending on location, nature of the project and project level mitigation measures there is also potential for habitat loss and species disturbance, loss of agricultural land, water quality issues, flood risk issues, and effects on the setting of the historic environment and landscape character. The HRA concluded that there are no likely significant effects on the European designated sites. The LTP contains policies to try and reduce the negative effects associated with transport infrastructure and protect and enhance the natural and built environment including requiring a Construction Environmental Management Plan (CEMP) and considering environmental protection and enhancement within project design. Each project taken forward will be subject to environmental assessment screening through the planning process.

There is also opportunity to provide positive effects through design and co-ordination with partners and other organisations, including habitat creation and enhancement, incorporation of green infrastructure, increased access to the natural and historic environment (although increased pressure on these assets would need to be managed), increased accessibility and connectivity, and facilitating economic growth

6.4 Cumulative Effects

The cumulative effects of the LTP have been assessed through consideration of:

- The effects of the LTP policies and projects as a whole on the SEA objectives
- The potential links and effects of the LTP with other tiers of plans and projects

6.4.1 Cumulative Assessment of the LTP

The LTP as a whole including all the proposed policies and projects was assessed against the SEA objectives to determine the cumulative positive or negative effects of the Cambridgeshire and Peterborough LTP. The results are presented in Table 22.

The LTP strategy is a blended approach as described in Section 5. It focuses on a range of significant capital investments in highway, public transport and walking and cycling infrastructure, designed to support a significant increase in travel demand (expected to be generated by significant new development) but tailored to the local geographic and travel context. Overall the LTP is likely to have significant positive social effects from increased accessibility (both affordability and connectivity), increased choice and reliability of sustainable transport modes, economic growth, and health benefits. The LTP promotes sustainable transport modes including low and zero emission vehicles which will help reduce transport-related emissions providing benefits for air quality, GHG reduction and health.

The LTP promotes new road and rail transport infrastructure which has the potential for positive or negative cumulative effects depending on the location of the projects and mitigation measures incorporated into the design. Negative cumulative effects could include habitat loss and fragmentation, death, injury or disturbance to species, visual impacts, damage to heritage assets and archaeology, effect

on setting of heritage assets, landtake including loss of agricultural land, and water pollution. There is also opportunity to provide positive effects including habitat creation and enhancement, incorporation of green infrastructure, increased access to the natural and historic environment (although increased pressure on these assets would need to be managed), increased accessibility and connectivity, and facilitating economic growth. There are also policies in the LTP that aim to reduce negative effects associated with transport infrastructure and protect and enhance the natural and built environment.

Table 22: Cumulative Effects of the LTP

SEA Objectives	LTP	Summary
Health	+++	Health benefits through promotion of active travel, improved air quality, and increased accessibility resulting in benefits for mental wellbeing.
Safety	++	Increased transport health and safety through crime prevention and security measures on public transport, segregation of road users, and training for cyclists.
Accessibility	+++	Increased accessibility through improved and well-connected sustainable transport modes, access of travel information, integrated ticketing and affordability of the public transport network.
Economy	+++	Contribution to economy growth through a more reliable and efficient transport network, facilitating visitor travel and business travel, and freight moment.
Sustainable Transport	+++	Promotion of sustainable transport modes including public transport, walking and cycling through increased provision, new routes, and improved services and facilities.
Biodiversity / Geodiversity	?	The LTP facilitates modal shift to sustainable transport modes which will have benefits for biodiversity. However, projects proposed within the LTP have the potential to negatively affect biodiversity through habitat and disturbance.
Historic Environment	?	The LTP facilitates modal shift to sustainable transport modes which is likely to have benefits for the historic environment and its setting. However, projects proposed within the LTP have the potential to negatively affect the historic environment through new infrastructure affecting the setting of heritage assets and potential disturbance of archaeology.
Landscape	?	The LTP facilitates modal shift to sustainable transport modes which is likely to have benefits for landscape. However, projects proposed within the LTP have the potential to negatively affect the character of the landscape through new infrastructure effects on visual amenity, tranquillity, and openness of the countryside.
Soils	?	The LTP facilitates modal shift to sustainable transport modes which is likely to have benefits for soils. However, projects proposed within the LTP have the potential to negatively affect soils through agricultural land loss.
Water	?	The LTP facilitates modal shift to sustainable transport modes which is likely to have benefits for the water environment. However, projects proposed within the LTP have the potential to negatively affect the water environment through water quality issues.
Flood Risk	+	The LTP aims to ensure transport project do not increase flood risk and that appropriate design features such as SuDS are included.
Air Quality	+++	The LTP facilitates modal shift to sustainable transport modes which will reduce emissions associated with transport and benefit air quality.
GHG emissions	+++	The LTP facilitates modal shift to sustainable low or zero carbon transport modes which will reduce GHG emissions associated with transport.
Climate Resilience	+	The LTP contains polices that require transport infrastructure projects to consider climate resilience within the design process.
Reuse of infrastructure	++	The LTP aims to maximise capacity and use of existing infrastructure and well as promoting new infrastructure.

6.4.2 Links with other plans and projects

Links with other plans

The LTP is a strategic document that sets the framework and principles for future transport planning in the Cambridgeshire and Peterborough area for the next 30 years. As such it has links with many other

plans (see Appendix B). In particular, it supports plans on emissions reduction, green infrastructure, healthy lifestyles, accessibility, and environmental improvement.

The Local Plan for each local authority forms the main policy document for delivering development within each area. The LTP has strong links with the Local Plans. In particular, the LTP policies on providing improved connections to new housing development and economic centres will link with new development sites put forward in the Local Plans. Each of Local Authorities within the LTP area have published a Local Plan that has been subject to SEA/SA (see Table 23).

The LTP is likely to support the delivery of the Local Plans and other plans such as climate change strategies and community strategies. The positive environmental effects associated with the enhancement of local sustainable transport within the LTP have the potential to provide significant positive environmental effects in combination with wider plans and polices on climate change and air quality. Policies on housing have the potential to result in positive environmental effects in combination with the LTP through unlocking development sites and supporting new residential developments which aim to ensure that they are integrated as part of sustainable transport networks, this will result in positive environmental effects for populations, communities and human health (through protecting and promoting everyone's physical and mental wellbeing and safety).

Table 23: Local Authority Local Plans

Local Authority	Local Plan	Local Plan SA
Cambridge City Council	Adopted Cambridge City Council Local Plan 2018[21]	Cambridge Local Plan Submission Sustainability Appraisal report and Habitats Regulations Screening Assessment (July 2013) and Addendum (2015, revised March 2016) and Sustainability Appraisal of Main Modifications (December 2017)[22]
East Cambridgeshire District Council	Adopted - East Cambridgeshire Local Plan April 2015[23] (Note the emerging Local Plan has been withdrawn)	Sustainability Appraisal of the Local Plan 2015[24]
Fenland District Council	Fenland Local Plan Adopted May 2014[25]	Sustainability Appraisal of the Fenland Local Plan (May 2014)[26]
Huntingdonshire District Council	Emerging Local Plan – Huntingdonshire Local Plan 2036: Proposed Submission (March 2018)[27]	Huntingdonshire's Local Plan to 2036: Final Sustainability Appraisal Report (December 2017)[28]
Peterborough City Council	Emerging Local Development Plans – Peterborough Local Plan (Proposed Submission) January 2018[29] Adopted Local Plan – Peterborough Core Strategy Development Plan Document Adopted 23rd February 2011[30]	Peterborough Local Plan (Submission Version) Sustainability Appraisal 9january 2018)[31]

21 https://www.cambridge.gov.uk/local-plan-2018
22 https://www.cambridge.gov.uk/local-plan-2018
23 https://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan-2015
24 https://www.eastcambs.gov.uk/sites/default/files/SA%20report%20of%20the%20April%202015%20Adopted%20LP%20-%20FINAL.pdf
25 https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan---Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf
26 http://www.fenland.gov.uk/CHttpHandler.ashx?id=10011&p=0
27 http://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/local-plan-document-library/
28 http://huntingdonshire.gov.uk/media/2685/draft-final-sustainability-appraisal-report.pdf
29 https://drive.google.com/file/d/1ZwkIR2mdq3nO-DrOWi5B0U05f_njxYEb/view
30 https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/
31 https://drive.google.com/file/d/1EiXl1Cq8ckAhRqh8qVyKnSxqwIMPuxJQ/view

Local Authority	Local Plan	Local Plan SA
South Cambridgeshire District Council	Adopted South Cambridgeshire Local Plan 2018[32]	South Cambridgeshire Local Plan Submission Sustainability Appraisal Report and Habitats Regulations Screening Assessment (March 2014)[33] Sustainability Appraisal Addendum Report incorporating Habitats Regulations Assessment Screening Assessment (2015, revised March 2016)[34] Sustainability Appraisal of Main Modifications (December 2017)[35]

Links with other projects

Various projects will be taken forward in order to implement the LTP. Each proposed project will be assessed by the local planning authority in terms of its potential for environmental impacts and effects. A planning application search of local authority planning portals was made using criteria of presence of EIA screening request dated between 16/01/2014 and 16/01/2024 (five years prior to search date and five years post search date). Residential housing sites with under 100 units have been screened out as being insignificant. The results of the planning portal search are presented in Appendix I.

There is the potential for construction related cumulative effects on a number of social and environmental receptors (e.g. short-term declines in water quality or noise and visual disturbance). However, these potential effects will be identified within each project and minimised through the implementation of a Construction Environmental Management Plan. Projects will be spread across the region and are likely to have different phasing. Therefore, construction related cumulative effects are considered to be insignificant.

6.5 Transboundary Effects

The LTP has the potential for transboundary effects with neighbouring local authorities, especially through larger proposed rail and road schemes which may enhance accessibility in and out of the region to other areas of the country. Local transport plans for neighbouring authorities have been consulted to determine any potential trans-regional effects (see Table 24). The LTPs have also been subject to SEA to identify, mitigation and enhance environmental outcomes.

Table 24: Neighbouring Authority LTPs

Neighbouring Local Authority	LTP Priorities
Norfolk	Norfolk's 3rd Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026[36]. The policy themes of the plan are • Managing and maintaining the transport network • Sustainable growth • Strategic connections • Transport emissions • Road Safety • Accessibility

[32] https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

[33] https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

[34] https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

[35] https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/stages-in-the-preparation-of-the-local-plan-2018/main-modifications-to-the-local-plans-january-february-2018/

[36] https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-transport/norfolk-transport-plan-for-2026.pdf?la=en&hash=054A0C88BC2D430A37E41FD6ACB1EFA657FC8739

Neighbouring Local Authority	LTP Priorities
Suffolk	Suffolk's 3rd Local Transport Plan[37] sets out the county council's long-term transport strategy to 2031. The policy themes of the plan are: • Maintaining (and in the future improving) our transport networks • Tackling congestion • Improving access to jobs and markets • Encouraging a shift to more sustainable travel patterns
Hertfordshire	The plan[38] covers the period up to 2031. The Plan has the following objectives: • Improve access to international gateways and regional centres outside Hertfordshire • Enhance connectivity between urban centres in Hertfordshire • Improve accessibility between employers and their labour markets • Enhance journey reliability and network resilience across Hertfordshire • Enhance the quality and vitality of town centres • Preserve the character and quality of the Hertfordshire environment • Reduce carbon emissions • Make journeys and their impact safer and healthier • Improve access and enable participation in everyday life through transport
Central Bedfordshire	The Local Transport Plan[39] sets out the Council's aims and objectives to 2026. The Plan has the following objectives: • Increase the ease of access to employment by sustainable modes • Reduce the impact of commuting on local communities • Increase the number of children travelling to school by sustainable modes of transport • Improve access to healthcare provision • Ensure access to food stores and other local services particularly in local and district centres • Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport • Enable the efficient and reliable transportation of freight • Encourage the movement of freight by sustainable modes • Minimise the negative impacts of freight trips on local communities • Reduce the risk of people being killed or seriously injured
Bedford	The LTP[40] runs from 2011 to 2021. The plan has the following objectives: • To provide a reliable and efficient transport system, in order to support a strong local economy and facilitate sustainable growth • To deliver improvements that encourage a reduction in transport emissions and greenhouse gases, in order to tackle climate change and develop a low carbon community capable of adapting to the impacts of climate change • To promote greater equality of opportunity by providing opportunities for all residents to access key services and facilities • To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health • To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment • To gain a better understanding of travel behaviour in and out of the Borough, in order to make informed decisions on how people can be encouraged to make "smarter" sustainable travel choices
Northampton	The LTP[41] runs to 2026. The plan has six strategic aims: • Fit for the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County • Fit for the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live

[37] https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/2011-07-06-Suffolk-Local-Plan-Part-1-lr.pdf

[38] https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf

[39] http://centralbedfordshire.gov.uk/Images/transport-strategy_tcm3-7901.pdf

[40] http://bbcdevwebfiles.blob.core.windows.net/webfiles/Files/LTP3_Strategy_09_Feb_2011.pdf

[41] https://www3.northamptonshire.gov.uk/councilservices/northamptonshire-highways/transport-plans-and-policies/Documents/Northamptonshire%20Transportation%20Plan%20-%20Fit%20for%20Purpose.pdf

Neighbouring Local Authority	LTP Priorities
	• Fit to Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make • Fit for Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth • Fit for the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment • Fit for Best Value - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding
Rutland	Rutland's 4th LTP Moving Rutland Forward[42] covers the period to 2036 and is currently in draft. The plan has been developed with the following vision: • To facilitate delivery of sustainable population and economic growth • To meet the needs of our most vulnerable residents • To support a high level of health and wellbeing (including combating rural isolation)
Lincolnshire	The 4th Lincolnshire LTP[43] runs to 2023. The plan has the following objectives: • To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network • To improve access to employment and key services by widening travel choices, especially for those without access to a car • To make travel for all modes safer and, in particular, reduce the number and severity of road casualties • To maintain the transport system to standards which allow safe and efficient movement of people and goods • To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs • To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment • To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems • To minimise carbon emissions from transport across the county

[42] https://www.rutland.gov.uk/_resources/assets/attachment/full/0/72383.pdf

[43] https://www.lincolnshire.gov.uk//Download/102928

D Assessment of Projects (from 2020 LTP)

Extracts from Cambridgeshire and Peterborough Combined Authority, SEA - Environmental Report, Appendix H - LTP Project Assessments (Mott MacDonald, May 2019) Appendices on previous pages will have page numbers; Appendices on this and subsequent pages will not.

H. LTP Projects Assessment Tables

The proposed LTP projects have been assessed as part of the SEA process using the assessment methodology described in Chapter 6.1 of the Environmental Report. The assessments tables are presented below.

Scoring Key

Assessment Scale	Significance of Effect
+++	Major positive effect
++	Moderate positive effect
+	Minor positive effect
0	Neutral or no effect
-	Minor negative effect
- -	Moderate negative effect
- - -	Major negative effect
?	Requires further classification at this stage

Table 6: East Coast Main Line Rail Capacity Improvements

Intervention name	East Coast Main Line Rail Capacity Improvements
Further Information	Network Rail led strategic rail plan.
Local Authority	Peterborough and Cambridge
Current status	
Location	Throughout Cambridgeshire and Peterborough
Baseline	• Designated Sites: one NNR: Holme Fen; four LNRs: 'Little Paxton Pit'; 'Therfield Heath'; 'Melwood'; and 'Nine Wells'; Nene Washes (SSSI, Ramsar, SAC and SPA); Portholme (SSSI and SAC); • SSSIs: Woodwalton Marsh; Holme Fen; L-moor; Shepreth SSSI; Holland Hall (Melbourn) Railway Cutting; and Great Stukeley Railway Cutting • 24 listed buildings within 100m including one Grade I, nine Grade II and three Grade II* • Six scheduled monuments within 100m, the current railway crosses over Lolham Bridges and Mile Cross Ditches • Nine conservation areas, with five in close proximity: Central Cambridge; Great Shelford; Offord Cluny; Huntingdon; and Peakirk • Scheme passes over multiple main rivers and drains. • Flood Zones 2 and 3 in multiple areas • Agricultural land Grades 1, 2, ,3, 4 non-agricultural and urban land • Close to Cambridge Greenbelt • AQMA Cambridge, AQMA Huntingdon

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	This project has the potential to increase the attractiveness of train travel which could potential lead to a reduce in the number of private cars on the road. The health of local communities could therefore be positively affected by improvements in air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	This project will likely have a minor positive impact on the health and safety of the transport network. By making the network more reliable, there is the potential that more people would travel via train instead of cars thereby reducing the number of private use cars on the roads.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project will improve accessibility around the Combined Authority which will allow people to move more efficiently to key services, recreational areas and employment locations. A moderate positive impact has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	This project will support local economic growth and competitiveness through delivering reliable and efficient transport networks across the Combined Authority. Overall, a moderative positive impact is anticipated.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	This project aims to improve the reliability and promote the use of the rail network on the East Coast Main Line. By making mode of transport more efficient and reliable, it would be expected that less people would travel by car subsequently reducing road traffic and congestion. A major positive effect is anticipated.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - - -	The project has the potential to impact multiple designated sites: one NNR (Holme Fen); four LNRs ('Little Paxton Pit'; 'Therfield Heath'; 'Melwood'; and 'Nine Wells'); 'Nene Washes' with potential effects downstream (SSSI, Ramsar, SAC and SPA); 'Portholme' SSSI and SAC immediately east of the current railway; immediately east of the current railway are 'Woodwalton Marsh' (SSSI) and 'Holme Fen'; and the scheme passes through 'L-moor, Shepreth' (SSSI); 'Holland Hall (Melbourn) Railway Cutting' (SSSI); and 'Great Stukeley Railway Cutting' (SSSI). The railway also comes close to the Cambridge Greenbelt. It is anticipated that some of the designated sites will experience major negative effects. In addition, permanent land-take where required, will also impact negatively on habitats and species.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / - - -	The project has the potential to impacts multiple listed buildings ranging from Grade I to Grade II* at various locations along the route. There are six scheduled monuments within 100m; the current railway crosses over 'Lolham Bridges' and 'Mile Cross Ditches'; south of the current railway is 'Roman Site North of Brown Spinney'; north of the current railway is 'Settlement North West of Little Shelford'; and west of current railway is 'Site revealed by aerial photography west of White Hill Farm'. There are approximately nine conservation areas, the following five are within close proximity of the scheme and could be potentially affected; 'Central Cambridge'; 'Great Shelford'; 'Offord Cluny'; 'Huntingdon'; and 'Peakirk'. It is anticipated that the project would have a major negative effect on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / - -	The project has the potential to have a negative effect on the diversity and distinctiveness of the landscape and townscape character depending on where the changes may be required along the railway. If these updates are required within an area close to a designated site or a schedule monument or conservation area it could have a moderate negative effect. Therefore, a moderate negative effect has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / - -	The scheme (depending on what upgrades are required where) could impact upon Grades 1, 2, 3, 4, non-agricultural and urban land type. A minor to moderate negative impact is expected because land-take would be permanent and could impact upon high quality agricultural land.
10. Protect and enhance the quality of the water environment	? / -	This project is unlikely to enhance the quality of the water environment; however, any additional railway tracks would not increase flood risk in the same way roads would due to railway ballast being a permeable surface. There may an increased risk in contaminated run-off therefore a minor negative effect has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / - -	The project passes through multiple main rivers and drains and is within Flood Zones 2 and 3 at multiple points within the Combined Authority Area. It is anticipated that some permanent land-take is required which will increase the flood risk for certain areas along the railway route. However, unlike roads, railway ballast is permeable which would help to reduce flood risk. Therefore, an overall minor to moderate negative effect has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	+ / ++	This project could have a positive impact on improving local air quality by reducing the number of cars within town centres and cars that experience congestion. Reducing road congestion and numbers of cars on the road could have a minor to moderate positive effect on improving local air quality. The East Coast Main Line route goes through 2 AQMAs; one in Cambridge (Ref 311) and one in Huntingdon (Ref 400).

SEA Objectives	Project Assessment	Summary of Effects
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+ / ++	This project could have a positive impact on minimising GHG emissions by reducing the number of cars on the road through making the rail network more effective and efficient. This could have a minor to moderate positive impact on reducing GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project would not minimise or maximise the risk of flooding. The project is partially located in Flood Zone 2 and 3 and crosses multiple main rivers, therefore risks to flooding are still possible. Therefore, a minor negative impact is expected.
15. Maximising the use and lifespan of existing transport infrastructure	++	This project will reuse at much of the pre-existing railway infrastructure and only update where required. Therefore, a moderate positive effect is anticipated.

Summary:

This project is a Network Rail led strategic rail plan. It is located across a large portion of the Combined Authority and has the potential to impact upon or be affected by multiple environmental constraints. The major negative effects that are anticipated as a result of the project are in relation to biodiversity and the historic environment, with multiple heritage assets such as scheduled monuments, conservation areas and listed buildings within close proximity of the current railway line, therefore any upgrades could impact negatively on these assets. There are also multiple designated sites which the current railway is within close proximity to or crosses through, therefore any updates could impact negatively on habitats and species. There are some key positives from the scheme such as reducing the need to travel by car, maximising the lifespan of existing transport infrastructure, and improving efficiency and reliability of the rail network to further improve accessibility to key services, recreational areas and employment.

Table 8: A1 Wittering Junction Improvement

Intervention name	A1 Wittering Junction Improvement
Further Information	Grade separated junction to Wittering to replace at grade crossing.
Local Authority	Peterborough
Current status	
Location	Wittering
Baseline	• Grade 3 agricultural land

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	This project does not aim to improve the health of the population; however, the project suggests junction improvements capacity improvements most likely to relieve congestion. The project is not situated within an AQMA. The project suggests easing congestion which would result in a minor positive impact for localised air quality, however the effects on health are not likely to be significant. A neutral effect has therefore been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	The project aims to improve the A1 junction at Wittering. By improving and replacing the junction it will have a positive impact on cars joining the A1. This junction replacement from a grade crossing to a grade separated junction will have the positive impact on reducing accidents. Therefore, a moderate positive impact has been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+ / ++	Accessibility to the A1 is likely to be improved and cars will be able to join the A1 more safely. Therefore, an overall minor to moderate positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	?	The project could potentially improve the reliability and efficiency of the transport network which would have a resultant positive impact on supporting and contributing to local economic growth. However, further classification is required for this project.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	This project will improve junction access to the A1, which will aid both private use cars as well as public transport joining the A1. The project has the potential to reduce road traffic congestion by improving the accessibility. The project also does not promote sustainable modes of transport; however, it will enable public transport to be more efficient and reliable. Overall a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	The project is unlikely to impact designated sites, green belt or ancient woodlands. There could be impacts to Grade 3 agricultural land experienced from junction updates and where permanent land-take is required, this could have a negative impact on habitats. Therefore, overall minor negative impacts are anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- / 0	The project is located in an area of no historic features. However, there could be minor negative impacts on buried archaeology from the junction updates, therefore a neutral to minor negative effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The project not situated within a conservation area, therefore replacing the junction is unlikely to impact the current diversity and distinctiveness of the landscape and townscape character, therefore a minor negative effect is anticipated.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project is likely to require land take consisting of Grade 3 agricultural land to replace the junction. A minor negative impact has therefore been identified for the protection and conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increasing the impermeable surface area which would increase the potential for contaminated run-off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located in an area unaffected by flood risk. However, the project would increase the impermeable surface area through the junction replacement. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+ / ++	The junction replacement at Wittering into the A1 is not located in an AQMA. The upgrade would also have a positive impact on reducing localised congestion. Therefore, a minor to moderate positive impact has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0 / +	This project is unlikely to minimise GHG emissions dramatically. The scheme would ease congestion, therefore impacts to GHG emissions would be relatively low. Therefore, a neutral to minor positive impact is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is not located in an area identified as being at risk from flooding. However, increasing the impermeable surface area through junction improvements could increase the risk of flooding by increasing run-off rates. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	0 / +	The project aims to replace the current infrastructure from a grade crossing to a grade separated junction. This would be updating the current infrastructure, therefore an overall neutral to minor positive effect is anticipated.

Summary:

The project is to improve the junction at Wittering where it joins the A1, upgrading from a grade crossing to a grade separated junction. There is likely to be improvements to the local air quality and also the health and safety of the road network where traffic is joining or leaving the A1. This improvement to the infrastructure will also aid public transport. There are likely to be negative impacts on the conservation of quality of soils, minimising the loss of agricultural land and maintaining the quality. There are potential negative impacts on buried heritage assets and also in relation to flood risk, although effects are uncertain.

Table 11: Lynch Wood Phase II

Intervention name	Lynch Wood Phase II
Further Information	Capacity improvements in the vicinity of Lynchwood Business Park.
Local Authority	Peterborough
Current status	
Location	Alwalton, A605 Oundle Road
Baseline	• Two listed buildings • Agricultural Land Grade 3

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	This project does not aim to improve the health of the population; however, the project suggests capacity improvements to resolve severe delays that are currently experienced on the approach to the Business Park. Although there are no AQMAs at the project location, by improving capacity would result in minor positive effects to the local air quality. However, the benefits for health are not likely to be significant therefore a neutral effect has been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+ / 0	The project aims to provide capacity improvements in the vicinity of the Business Park which currently employs approximately 4,000 staff. By increasing the capacity of the transport network at this location will aid health and safety by reducing the congestion. However, a result of additional infrastructure could mean be a potential increase in the amount of private road users which could cause an increase in road related accidents, therefore overall a neutral to minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project will improve accessibility to key employment services at the project location by providing capacity improvements in the vicinity to the business park. The project does not improve accessibility to key services or recreational areas, therefore an overall moderate positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The project will improve accessibility to the local business park and consequently reduce localised congestion, which will result in a reliable and efficient transport network for approximately 4,000 staff who utilise the business park. This infrastructure improvement will in turn support and contribute to local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0 / -	This project will provide improved infrastructure in the vicinity of the business park to reduce congestion caused by the approximately 4,000 staff who use the business park. However, improving the capacity could result in a potential increase in the number of private car users and potentially users of public transport. The project does not promote the use of sustainable modes of transport, therefore an overall neutral to minor negative effect is anticipated.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	The project is unlikely to impact designated sites, green belt or ancient woodlands. There could be minor impacts to Grade 3 agricultural land experienced from widening the road. Permanent land-take, where required, would have a negative impact on habitats. Therefore, overall minor negative impacts are anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	The project is within close proximity to two Grade II listed buildings located on the roadside. These buildings could experience minor negative effects from vibration caused by increased traffic or from the construction of additional lanes. There could also be a minor negative impact on buried archaeology from widening the roads. The project is within the Alwalton Conservation Area which could have a negative impact on the townscape.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	The project is partially situated within the Alwalton Conservation Area, therefore improving the road network will reduce congestion, however, the project could see an increase in the number of vehicles on the road. It is anticipated that the project will have a negative impact on the current diversity and distinctiveness of the landscape and townscape character of the Alwalton Conservation Area, therefore a minor negative effect is anticipated.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project could potentially require permanent land-take consisting of Grade 3 agricultural land to enhance the road network to cope with improvements to capacity on the approach to the Lynchwood Business Park. A minor negative impact has therefore been identified for the protection and conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increasing the impermeable surface area. This has the potential increase the risk of contaminated run off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is situated within Flood Zone 1. Therefore, it is at a low risk of flooding. However, as the project will lead to an increase in the impermeable area, it may contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	++	Currently, the local area experiences heavy road congestion localised around the business park, therefore the project aims to resolve the severe delays on the approach to the business park. Although there is no AQMA in the local area, by reducing the congestion will have a moderate positive impact on the air quality for the local residents.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Currently, the local area experiences heavy road congestion, therefore the project aims to resolve the severe delays on the approach to the business park. Reducing the amount of congestion and queuing into the business park will reduce the amount of time cars are idle in queues. However, by improving access to the business park and reducing queues in this area, could result in an increase in A605 road users. Overall, it is anticipated that the project would have a minor positive effect on minimising GHG emissions for the local area and Combined Authority.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project will increase the area of impermeable surface by updating current infrastructure to cope with capacity into the business park. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve capacity and reduce congestion currently experienced. This would be utilising the current infrastructure; however, the current infrastructure may require updating to accommodate the new lanes, therefore an overall minor positive effect is anticipated.

Summary:

The project is to provide capacity improvements in the vicinity of Lynchwood Business Park, which currently employs approximately 4,000 staff. The project suggests capacity improvements to resolve severe delays that are currently experienced on the approach to the business park. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be negative impacts on the conservation of quality of soils and minimising the loss of agricultural land. There are potential negative impacts on the protection of landscape and townscape due to the Alwalton Conservation Area within close proximity to the scheme. Other potential negative effects have been identified for the historic environment with reference to buried archaeology and the two Grade II listed buildings within close proximity to the main road and also the protection of biodiversity. Given that the project will likely increase the impermeable surface area, there is potential for it to contribute to the risk of flooding therefore appropriate drainage will need to be considered.

Table 13: A15 Paston Parkway Junction 21 Improvements

Intervention name	A15 Paston Parkway Junction 21 Improvements
Further Information	Improve capacity of roundabout.
Local Authority	Peterborough
Current status	
Location	Junction 21 on the A15 north-east of Gunthorpe
Baseline	• Section of the Car Dyke between Whitepost Road and Fen Bridge Scheduled Monument • Water environment – car dyke • Agricultural Land Grade 3 • Flood zone 1

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	This project does not aim to improve the health of the population; however, the project suggests capacity improvements to relieve congestion at this junction. The project not situated within an AQMA. The project suggests easing congestion which would improving air quality, however the benefits to health is likely to be insignificant therefore a neutral impact has been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	The project aims to improve capacity at Junction 21 on the A15 to ease congestion and any delays currently experienced along this road. By increasing the capacity of the transport network at this location will aid health and safety by reducing the congestion. Therefore, overall a minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project will improve accessibility to key employment services and housing by providing better infrastructure to cope with the current volumes of traffic experienced along the A15, specifically at Junction 21. Therefore, an overall moderate positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The project will improve accessibility to the local employment areas and housing and will consequently reduce localised congestion along the A15 at Junction 21, which will result in a reliable and efficient transport network. This infrastructure improvement will in turn support and contribute to local economic growth, therefore an overall moderate positive effect has been identified.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	This project will improve capacity at Junction 21 on the A15 to ease congestion currently experienced in this area. This will help improve bus journey times and facilitate potential bus priority measures, allowing a more efficient transport network for public transport and make public transport more reliable. Overall a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0 / -	The project is unlikely to impact designated sites, green belt or ancient woodlands. There could be impacts to Grade 3 agricultural land experienced from widening the current road network. Therefore, overall neutral to minor negative impacts are anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0 / -	The project is within close proximity to a Scheduled Monument. Additionally, there could be minor negative impacts on buried archaeology from widening the road network, therefore a minor negative effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	The project not situated within a conservation area, however, the project is within close proximity to a Scheduled Monument would could affect the setting. Additionally, there could be minor negative impacts on buried archaeology from widening the road network, therefore a minor negative effect is anticipated.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project is could require land take consisting of Grade 3 agricultural land. A minor negative impact has therefore been identified for the protection and conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increasing the impermeable surface area. This has the potential increase the risk of contaminated run off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located Flood Zone 1 therefore it is at a low risk of flooding. However, given that the project will increase the impermeable surface area, it has the potential to contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+ / ++	The improvements at Junction 21 aims to reduce current levels of congestion and idle traffic. This combined with no AQMA for the area would result in a moderate positive impact, however the increase in capacity of Junction 21 could also see an increase in private road users, therefore an overall, a minor to moderate positive impact has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Road congestion is currently experienced along the A15, the project aims to resolve the severe delays occurring at Junction 21. Reducing the amount of congestion around this junction will reduce the amount of time cars are idle in queues. However, by improving junction capacity and reducing congestion in this area, this could result in an increase in road users. However overall, it is anticipated that the project would have a minor positive effect on minimising GHG emissions for the local area and Combined Authority.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project will increase the area of impermeable surface by improving infrastructure with regards to capacity around Junction 21. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to ease the congestion currently experienced. This would be utilising the current infrastructure; however, the current infrastructure may require updating to accommodate the new lanes, therefore an overall minor positive effect is anticipated.

Summary:

The project aims to improve capacity of the roundabout at Junction 21 of the A15 to resolve severe delays that are currently experienced on the A15. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be negative impacts on the conservation of quality of soils, minimising the loss of agricultural land and maintaining the quality of soils. Other potential negative effects have been identified for the historic environment with reference to buried archaeology associated with land-take and potential impacts to biodiversity. Junction 21 is located within Flood Zone 1, however as it will increase the impermeable surface areas there is potential for the project to contribute to the risk of flooding. There may also be an increase in contaminated run-off. Appropriate drainage will therefore need to be considered as part of the project.

Table 14: A16 Norwood Dualling

Intervention name	A16 Norwood Dualling
Further Information	Provide roundabout access off the A16 into the proposed Norwood development and dual the existing section of the A16 between there and its roundabout with the A47 which would also be improved. Enable the development of Norwood comprising 2,000 houses, which would otherwise be difficult to bring forward due to developer cash flow issues.
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Norwood development site located off of the current A16 junction with the A47
Baseline	• Dogsthorpe Star Pit SSSI and LNR • Section of the Car Dyke between Whitepost Road and Fen Bridge Scheduled Monument • Dogsthorpe Star Pit water body • Agricultural Land Grade 3 • Flood Zone 1

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	This project does not aim to improve the health of the population; however, the project suggests capacity improvements for the projected increase in cars due to the Norwood development site. The project not situated within an AQMA. The project suggests easing potential congestion which would result in a minor positive impact with regards to health by improving air quality. However, the project has the potential to attract more vehicles which could reduce air quality and therefore negatively impact health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	The project aims to dual the A16 from Norwood development site to the A47 with roundabout access off the A16 and improving the A47/A16 junction to ease potential congestion and any delays. By increasing the capacity of the transport network at this location will aid health and safety by reducing the congestion. However, a result of increased capacity infrastructure there could be a potential increase in the amount of road users which could cause an increase in road related accidents, therefore a mixed positive and negative effect has been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project will improve accessibility to key employment services and housing by providing better infrastructure to cope with the current volumes of traffic experienced along the A16. The Norwood development will only increase volumes of traffic, therefore improving the infrastructure will help to cope with anticipated congestion along these main roads and junctions. Therefore, an overall moderate positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The project will improve accessibility to the local employment areas and housing and will consequently reduce predicted localised congestion along the A16 between Norwood development site and the A47, which will result in a reliable and efficient transport network. This infrastructure improvement will in turn support and contribute to local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	This project will dual the A16 between Norwood development site and the A47 junction to ease congestion currently experienced, and congestion that is predicted to worsen with developments like Norwood being introduced in this area. The dualling aspect of the project could see an increase in the number of private car users using the A16, but it could also allow a more efficient transport network for public transport and make public transport more reliable. Overall a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- - / -	The project is unlikely to impact green belt or ancient woodlands. However, Dogsthorpe Pstar Pit SSSI and LNR are within 2km of the scheme location. There could be impacts to Grade 3 agricultural land experienced from widening the road and junction updates. In addition, where permanent land-take is required there could be negative impacts on habitat anticipated. Therefore, overall minor to moderate negative impacts are anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- - / -	The project is within close proximity to a Scheduled Monument. There is the potential for negative effects to the scheduled monument depending on the exact location of the roundabout. Additionally, the dualling aspect of the project could have negative impacts on buried archaeology. Therefore, a minor to moderate negative effects are anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	There is likely to be minor negative effects to the landscape as a result of this project as it will require land-take from agricultural land to dual the A16..
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	- -	The project is likely to require land take consisting of Grade 3 agricultural land to dual the A16. A moderate negative impact has therefore been identified for the protection and conservation for the quality of soils as the scheme has potential to impact upon 'best and most versatile' agricultural land.
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increasing the impermeable surface area. This could result in an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is situated in an area affected by Flood Zone 1 and Dogthorpe Star Pit water body. By increasing the impermeable surface area, the project could result in increased flood risk. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+ / ++	The dualling of the A16 aims to reduce current levels and predicted levels of congestion and idle traffic. This combined with no AQMA for the area would result in a moderate positive impact, however the increase in capacity of the A16 could also see an increase in private road users, therefore an overall, a minor to moderate positive impact has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Road congestion is currently experienced along the A16 with the projection of congestion increasing with Norwood development site. The project aims to resolve the severe delays occurring. Reducing the amount of congestion along the A16 will reduce the amount of time cars are idle in queues. However, by dualling the A16 and reducing congestion in this area, this could result in an increase in road users. However overall, it is anticipated that the project would have a minor positive effect on minimising GHG emissions for the local area and Combined Authority.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project will increase the area of impermeable surface by adding more lanes around the A16, increasing the potential flood risk. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.

SEA Objectives	Project Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure along the A16 and roundabout with the A47 with new infrastructure in the form of a roundabout along the A16 to ease the congestion currently experienced also projected congestion. This would be utilising the current infrastructure; however, the current infrastructure may require updating to accommodate the new lanes, therefore an overall minor positive effect is anticipated.

Summary:

The project aims to dual the A16 from Norwood development site to the A47 with a new roundabout off the A16 into the proposed Norwood development and update the roundabout where the A16 and A47 meet. The project suggests capacity improvements to resolve severe delays that are currently experienced and are predicted to worsen on the A16. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be negative impacts on the conservation of quality of soils as the project requires permanent land-take of Grade 3 agricultural land. Negative impacts are also anticipated for the protection of landscape and townscape. Other potential negative effects have been identified for the historic environment with reference to buried archaeology and setting impact on the scheduled monument, as well as potential negative impacts on designated sites close to the scheme site. Additionally, the scheme is located Flood Zone 1, however by increasing the impermeable surface area has the potential to contribute to the risk of flooding.

Table 15: A1139 Fletton Parkway Junction 3-3a Widening

Intervention name	A1139 Fletton Parkway Junction 3-3a Widening
Further Information	Widen parkway to D3-lane
Local Authority	Peterborough
Current status	
Location	Hampton
Baseline	• Orton Pit SAC and SSSI • Romano-British settlement SE of Orton Longueville Scheduled Monument • Fletton Lake and Stanground Lode waterbodies • Flood Zone 3

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	The project has the potential to reduce congestion and therefore improve air quality. However, it is unlikely that the widening of the parkway between junctions 3 and 3a will have an effect on the health of the population. Therefore, a neutral effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the capacity of the parkway between these two junctions will have positive effects on the health and safety as it will ease congestion and could result in fewer accidents. Therefore, a minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Widening of the parkway between these junctions will have positive effects on reducing congestion which will help to improve accessibility to key services, employment and recreational areas. Therefore, a minor positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	By widening the road, there is likely to be positive effects on reducing congestion which will help to improve reliability and efficiency of the transport network. This is likely to have a positive impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	Improvements to the capacity of the parkway by widening the road will have positive effects on reducing congestion. This will make the road network more efficient as well as helping public transport to be more reliable and efficient. A minor positive effect has therefore been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- - / -	Orton Pit SAC/SSSI designated site is located adjacent to the project site. There is potential for minor to moderate negative effects on species, and the potential for habitat loss. There is no green belt land-take associated with this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There is a scheduled monument within close proximity of the junction. There is potential for the setting to be affected by the project therefore a minor negative effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Widening the parkway between these two junctions will reduce congestion which may have positive effects on the setting of the landscape. The addition of new infrastructure will alter the landscape, however, given that there is an existing busy road effects are considered minor.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The junction widening at Junction 3-3a and its upgrade are located in an area classified as urban land use or non-agricultural. Therefore, neutral effects are anticipated.
10. Protect and enhance the quality of the water environment	? / -	There are a number of waterbodies located adjacent to the scheme. The enhancements to the road network between are likely to result in an increase in the impermeable surface area which may lead to an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located in Flood Zone 3 and therefore is at a higher risk of flooding. Given the project would increase the impermeable surface area to allow for greater capacity at the junction, there is potential that the project could further contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. This coupled with the improvements in capacity by widening Junction 3 – 3a will reduce congestion and cars queuing, which will result in minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to widen the parkway between these two junctions which will help to ease congestion. Reducing the congestion will help to reduce GHG emissions slightly but could also see an increase in road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is located in an area identified as being at risk from flooding. Therefore, increasing the impermeable surface area through adding additional lanes to widen the parkway could increase the risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve capacity on the parkway to ease the congestion. This would be utilising the current infrastructure; however, it will also be updating the current infrastructure and maximising its use, therefore an overall minor positive effect is anticipated.

Summary:

The project is to widen the Fletton Parkway to D3-lane to improve the capacity of the interchange. There is likely to be minor positive effects to improvements to the local air quality, GHG emissions, health and safety by reducing congestion. Improvements are also anticipated with regards to improving accessibility and providing an efficient and reliable transport network. Minor negatives are expected with regard to landscape and townscape character, risk of the infrastructure from and its contribution to flooding, the historic environment with reference to the scheduled monument and biodiversity with a designated site close to the project site.

Table 16: A1139 Fletton Parkway Junction 3 Improvements

Intervention name	A1139 Fletton Parkway Junction 3 Improvements
Further Information	Improve the capacity of the interchange.
Local Authority	Peterborough
Current status	
Location	Hampton
Baseline	• Orton Pit SAC and SSSI • Romano-British Settlement SE of Orton Longueville Scheduled Monument • Fletton Lake and Stanground Lode waterbodies • Flood Zone 3

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	The project has the potential to reduce congestion and therefore improve air quality. However, it is unlikely that the effect on the health of the population will be insignificant therefore a neutral effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the capacity of the interchange will have positive effects on the health and safety of this junction as it will ease congestion and could result in fewer accidents. Therefore, a minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve accessibility to key services, employment and recreational areas. Therefore, a minor positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve reliability and efficiency of the transport network which will have a positive impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion therefore making the road network more efficient. This also has the potential to make public transport more reliable and efficient therefore a minor positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- - / -	Orton Pit SAC/SSSI is located adjacent to the project site. There is potential for minor to moderate negative effects on species, and the potential for habitat loss. There is no green belt land-take associated with this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There is a scheduled monument within close proximity of the junction. There may be effects on the setting of the scheduled monument as a result of this project therefore a minor negative effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Increasing the capacity of the junction will reduce congestion which may have positive effects on the setting of the landscape. The addition of new infrastructure will alter the landscape, however, given that there is an existing busy road effects are considered minor.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The Junction 3 and its upgrade are located in an area classified as urban land use or non-agricultural. Therefore, neutral effects are anticipated.
10. Protect and enhance the quality of the water environment	? / -	There are a number of waterbodies located adjacent to the scheme. The enhancements to the road network between are likely to result in an increase in the impermeable surface area which may lead to an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located in Flood Zone 3 and therefore is at a higher risk of flooding. Given the project would increase the impermeable surface area to allow for greater capacity at the junction, there is potential that the project could further contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. The improvements in the capacity of the interchange at Junction 3 will likely reduce congestion and cars queuing, which will result in minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to improve capacity at this junction which will help to ease congestion. Reducing the congestion will help to reduce GHG emissions slightly but could also see an increase in road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is located in an area identified as being at risk from flooding and will result in an increase in the impermeable surface. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve capacity of the interchange to ease the congestion. This would be utilising the current infrastructure; however, it will also be updating the current infrastructure, therefore an overall minor positive effect is anticipated.

Summary:

The project is to upgrade Junction 3 of the Fletton Parkway to improve the capacity of the interchange. There is likely to be minor positive effects to improvements to the local air quality, GHG emissions, health and safety by reducing congestion. Improvements are also anticipated with regards to improving accessibility and providing an efficient and reliable transport network. Minor negatives are expected with regard to landscape and townscape character, the historic environment with reference to the scheduled monument and biodiversity with a designated site close to the project site. Given that the project is located within Flood Zone 3 and will lead to an increase in the impermeable surface area, there is potential for the project to be at risk from flooding as well as contribute to increasing flood risk. Appropriate drainage will therefore need to be considered alongside the project.

Table 23: Eastern Industries Access Phase 1 – Parnwell Way

Intervention name	Eastern Industries Access Phase 1 – Parnwell Way
Further Information	Capacity improvements to existing infrastructure, possible dualling of link road or alternative access arrangements. Provides access to large employment area at Red Brick Farm within the Eastern Industries, enabling the creation of 6,000-8,000 jobs,
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Peterborough
Baseline	• Within SSSI impact risk zone • Adjacent to Flood Zones 2 and 3 • AQMA No. 1

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	There is potential for the project to reduce congestion by increasing the capacity of the road network. This may have positive effects on air quality and therefore lead to improvements in health. However, given that the project may lead to dualling of the link road, it may attract additional vehicles. A mixed positive and negative effect has therefore been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	Minor positive effect on the safety of the transport network is expected from improving access to Eastern Industries where the road is used by both private cars and heavy goods vehicles. However, if the project attracts additional vehicles to the area, there may be an increase in the risk of accidents occurring. A mixed positive and negative effect has therefore been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	Moderate positive effect on accessibility is expected from the increased capacity access to Eastern Industries which is a large employment area.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	Major positive effect is expected from the proposed capacity improvement which may improve the reliability and efficiency of the transport network, supporting the local economic growth and competitiveness, given that Eastern Industries is a large employment area. It may also help to support the creation of 6,000-8,000 new employment opportunities.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	A moderate positive effect is expected as the project is expected improve the capacity of Parnell way or with alternative access arrangement, thereby improving congestion. However, this project does not promote the use of sustainable modes of transport.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	A minor negative effect is expected as improved road capacity may cause habitat fragmentation and/or deterioration in habitat environment and the connection between habitats and species from increased traffic volume, especially when the project is situated within a SSSI impact risk zone.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	While there is no existing designated historic assets within close proximity of the proposed project, there is a risk/potential for the discovery of historic resources from excavation during construction.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Potential minor negative effect on the landscape and townscape character is expected from the widening of Parnell Way or redirection of traffic to other roads.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	Minor negative effect on the quality of soil is expected as increased traffic and potential road widening may cause soil compaction and/or erosion. However, the project is not expected to cause any loss of agricultural / greenfield land, and unlikely to have opportunities in remediating contaminated land.
10. Protect and enhance the quality of the water environment	? / -	There is potential for the project to affect the water environment given it is likely to increase the impermeable surface area which could lead to an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	Considering the Parnell Way is located next to Flood Zone 2 and 3 there is potential for the project to be at a higher risk of flooding. In addition, it is likely to increase the impermeable surface area which has the potential to contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	-	Parnell Way is located within AQMA No.1, and the increasing road capacity to accommodate more traffic will lead to increased air pollution from vehicular emission, especially if the number heavy good vehicles are expected to increase. However, the capacity improvements may reduce emissions associated with idling cars in traffic jams. Therefore, a moderate negative effect is expected.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- -	The increase of road capacity is expected to allow for more road traffic, leading to an increase in GHG emissions and Peterborough's contribution to climate change. However, the capacity improvements may reduce emissions associated with idling cars in traffic jams. Therefore, a moderate negative effect is expected.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	Subject to the final capacity improvement arrangements, considering the project is located next to Flood Zone 2 and 3, there is a potential for minor negative effect on flood risk from the removal of vegetation/land clearance (albeit small extent) for road widening. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	++	Moderate positive effect is expected as capacity improvement is expected to further maximise the use and lifespan of existing road.

Summary:

Moderate to major positive effects are expected for existing road network and road users (associated with improved accessibility and safety) from proposed capacity improvement. However, major negative effects are expected on air quality and contribution to climate change from the improved capacity with increased traffic volume. There is also potential for the project to be contribute to the risk of flooding given that it will increase the impermeable surface area. Appropriate drainage will need to be considered as part of the project.

Table 24: University and Fengate South Access

Intervention name	University and Fengate South Access
Further Information	Package of capacity improvements to existing infrastructure, possible road widening or junction improvements focusing on Southern Fengate.
Local Authority	Peterborough
Current status	
Location	Fengate in Peterborough
Baseline	• Nene Washes Ramsar Site, SSSI, SAC and SPA • Flood zones 2 and 3 • AQMA No. 1

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	Capacity improvements may result in improvements to congestion which could have positive effects on air quality. However, the benefits for human health is likely to be insignificant therefore a neutral effect has been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	There may be minor positive effects on the health and safety of the transport network if existing constraints or hazards are also identified and addressed in the process of improving existing road network.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Minor positive effects on accessibility are expected with improved road network capacity.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Minor positive effects are expected as the improved road capacity will increase the efficiency of transport network, supporting and contributing to local economic growth and competitiveness
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	Although the project is expected to reduce traffic congestion by improving existing infrastructure capacity, it does not reduce the need to travel by car or promote sustainable transport modes; therefore, a minor positive impact has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- -	The project is in close proximity to the Nene Washes Ramsar site (SSSI, SAC, SPA), road works and increased traffic are expected to increase disturbance to habitat and species within and/or traveling to and from the designated site. Therefore, a moderate negative effect has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	There are no listed historic features around the proposed project area. However, subject to the details of improvement works to be proposed, there is still a potential for discovery during construction (excavation).
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	While details of the improvement works are to be confirmed, the overall townscape character around Fengate is not expected to be affected from road widening or junction improvement. Therefore, neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	Minor negative effect on the quality of soil is expected as increased traffic and potential road widening and junction improvements may cause soil compaction and/or erosion. However, the project is not expected to cause any loss of agricultural / greenfield land, and unlikely to have opportunities in remediating contaminated land.
10. Protect and enhance the quality of the water environment	? / -	Given that the capacity improvements may result in the widening of the road, there is potential for the impermeable surface area to be increase. However, the updates required to the road network may require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	Parts of Fengate South is located within Flood Zone 2 and 3 therefore the transport infrastructure is likely to be at a higher risk of flooding. The project may increase the impermeable surface area and therefore contribute to the risk of flood. Appropriate drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	University and Fengate South is located within AQMA No.1, potential negative effects on local air quality from road capacity improvement which will lead to increased road traffic and air pollution. However, the capacity improvements may reduce emissions associated with idling cars in traffic jams. Therefore, a moderate negative effect is expected.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	Moderate negative effect is expected as increased capacity is expected to result in increase in GHG emission from increased traffic volume, and also increase Peterborough's contribution to climate change. However, the capacity improvements may reduce emissions associated with idling cars in traffic jams.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	Subject to the final capacity improvement arrangements, considering parts of Fengate South is located within Flood Zone 2 and 3, there is a potential for negative effect on flood risk from the removal of vegetation/land clearance for road widening. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	Improving capacity is expected to maximise the use and lifespan of existing transport infrastructure, therefore a minor positive impact has been identified.

Summary:

Increasing existing road network capacity will have positive effects on the efficiency of transport networks thereby improving accessibility to key services, employment area, thus supporting local economic growth. There is potential that the improved capacity will reduce congestion and therefore improve air quality and reduce GHG emissions. However, there is potential for the capacity improvements to attract more vehicles which could result in negative effects. The health benefits from the improvements in air quality are not likely to be significant but the health and safety of the road network will likely improve. There is potential for negative effects on biodiversity, the historic environment, soils, the water environment, flooding and climate resilience.

Table 32: Smart Cities Peterborough

Intervention name	Smart Cities Peterborough
Further Information	Continuation of Smart Cities projects.
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Peterborough
Baseline	Not Applicable

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	The transport projects under the Smart Cities Peterborough are likely to promote public and active modes of transport. Active modes of transport have the potential to directly improve health and public transport may result in air quality improvements and therefore health benefits through reduced reliance on private car.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Through reducing the reliance on private cars, the projects as part of the Smart Cities remit have the potential to indirectly benefits the health and safety of the transport network as the likelihood of accidents may be reduced.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	The Smart Cities projects have the potential to improve access to key services in sustainable, active and innovative ways.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	By making Peterborough a more innovative city in terms of transport as well as within other spheres, the city is likely to be more attractive for business. This will help to boost economic growth. Access is likely to be improved and transport is likely to be more efficient therefore making businesses more competitive and efficient.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	The Smart Cities Peterborough projects are likely to prioritise and promote active and public transport over private cars. This will likely be done in an innovative way therefore encouraging people to use these modes over using private car. Congestion will therefore be reduced.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	There may be indirect positive effects for biodiversity due a decrease in the number of private cars through promoting public transport. However, there is potential for negative effects on biodiversity, although this is dependent on the type, exact location and design of projects proposed under this remit.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	The historic environment has the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this project. However, there is potential for negative effects, although this is dependent on the type, exact location and design of projects proposed under this remit.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	The landscape and townscape has the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this project. However, there is potential for negative effects, although this is dependent on the type, exact location and design of projects proposed under this remit.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	Soils, agricultural and greenfield land have the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this project. However, there is potential for negative effects, although this is dependent on the type, exact location and design of projects proposed under this remit.
10. Protect and enhance the quality of the water environment	? / -	The water environment has the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this project. However, there is potential for negative effects, although this is dependent on the type, exact location and design of projects proposed under this remit.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The infrastructure improvements as part of this project has the potential to be negatively affected by flood risk and also has the potential to contribute to the risk of flooding. However, there is potential for negative effects, although this is dependent on the type, exact location and design of projects proposed under this remit.
12. Protect and improve local air quality, particularly in the AQMAs	++	It is likely that active and sustainable modes of transport will be prioritised under the Smart Cities Peterborough remit therefore air quality improvements are likely.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	It is likely that active and sustainable modes of transport will be prioritised under the Smart Cities Peterborough remit therefore reductions in GHG emissions are likely.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	There is potential for the infrastructure improvements to affect climate resilience. However, this will depend on the type, exact location and design of the improvements.
15. Maximising the use and lifespan of existing transport infrastructure	+	The Smart Cities Peterborough initiative has the potential to implement innovative ways to use existing infrastructure to its full potential.

Summary:

Given that the aim of the Smart Cities Peterborough is to deliver a more sustainable city to live and work in, the transport projects are likely to promote active and public modes of transport over using private car. This is likely to result in air quality improvements and GHG reductions. Health benefits are also likely to occur as a result of active travel and also through improving air quality. The effects on biodiversity, the historic environment, landscape and townscape, the water environment, flooding, soils and climate resilience are uncertain given that the exact type, location and design of the projects is unknown. However, it is likely that they will take a holistic approach.

Table 35: North Westgate Redevelopment

Intervention name	North Westgate Redevelopment
Further Information	Highway improvements are still being determined and these will be developed as part of the master planning process
Local Authority	Peterborough
Current status	Pre-feasibility (2021-25)
Location	North Westgate Redevelopment extends from Bourges Boulevard across to Lincoln Road, and from Bright Street on the north side to Westgate at the south.
Baseline	• Listed buildings within the proximity of the development area • Urban Grade Agricultural Land • Flood Zone 1 • River Nene approximately 1km from development area

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	The highway improvements may reduce congestion which could result in improvements to air quality and benefits for health. Minor positive effects have been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	There may be indirect positive effects on the health and safety of the road network as a result of the highway improvements associated with the North Westgate Redevelopment.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	The highway improvements associated with the North Westgate Redevelopment will likely increase accessibility, linking up this new mixed use development with other areas of the city.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	The highway improvements will help to increase the accessibility to this new development. This will likely encourage businesses to locate there and attract visitors, benefitting and contributing to the local economy.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	There may be improvements to road traffic congestion as a result of the highway improvements. The North Westgate Development should consider accessibility from active and sustainable modes of transport alongside the highway improvements.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be any effects on biodiversity as a result of this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	The project has the potential to negatively affect the historic environment. There a number of listed buildings within the proximity of the development area therefore improvements to the road surrounding the development site may have negative effects on the setting of these buildings.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- / +	The townscape may be negatively affected during the construction phase of the highway improvements. However, there is potential for the improvements to reduce congestion and improve accessibility which will likely lead to improvements for the townscape. Mixed effects have been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	There is unlikely to be any effects on soils given the works will likely occur within a built-up urban area.
10. Protect and enhance the quality of the water environment	0	There is unlikely to be any effects on the water environment given the works will likely occur within a built-up urban area and appropriate drainage will likely be in place. There may be additional drainage required as part of the works and there is potential to consider Sustainable Urban Drainage Systems (SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	It is unlikely that the works will contribute to the risk of flooding given they will likely occur within a built-up area and appropriate drainage will likely be in place. There may be additional drainage required as part of the works and there is potential to consider SuDS. The North Westgate Development is located in Flood Zone 1 therefore the connecting highways are likely to be at a lower risk of flooding. However, there is an area of Flood Zone 2 and 3 to the south therefore if the improvements extend to this area, there may be a higher risk of flooding.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project has the potential to result in benefits for air quality if the highway improvements lead to a reduction in congestion.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project has the potential to result GHG reductions if the highway improvements lead to a reduction in congestion.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be any effects on climate resilience as a result of the project.
15. Maximising the use and lifespan of existing transport infrastructure	+	By improving the existing highways around the North Westgate Development site, the use and efficiency of the road network will likely be improved and its use maximised.

Summary:

The project aims to improve the highways around the proposed North Westgate Development in the city centre of Peterborough. The improvements have the potential to reduce congestion in this area of the city which will likely benefits air quality, GHG emissions and maximise the use and efficiency of the road network. The project will likely increase the accessibility of this development, connecting it with other areas of the city, which will help to contribute to the local economy and success of the development. There may also be positive effects on the townscape if congestion is reduced as a result of the project, however there may negative effects to the townscape during the construction phase. There is also potential for negative effects on the historic environment. No effects are anticipated for biodiversity, soils, the water environment and climate resilience. There is potential for the highway works to be affected by flooding, however this is uncertain given the exact location is unknown.

H.2 Projects in Greater Cambridge

Table 36: Newmarket to Cambridge Track Doubling

Intervention name	Newmarket to Cambridge Track Doubling
Further Information	Additional passing bays or full double tracking to enable increase in frequency to half hourly of services between Cambridge, Newmarket and Ipswich.
Local Authority	Cambridge
Current status	
Location	Railway line from Cambridge to Newmarket and Ipswich
Baseline	• 13 SSSIs: direct impact on Fulbourn Fen and Norton Wood SSSIs • 8 LNRs: direct impact on Coldham's Common; Needham Lane; and Bramford Meadows LNRs • 3 Ancient Woodlands: Hazel Wood and Norton Wood twice (rail passing through the woodland) • 5 scheduled monuments • 55 listed buildings: 3 in Bury St Edminds; 2 near Thuston directly along railway line and Stowmarket Station is listed • Agricultural Land Grades 2 and 3a • Passes within Flood zone 3 on multiple occasions • River Kennett, River Lark and River Gipping • AQMA Cambridge, AQMA A14 Corridor; AQMA Newmarket; AQMA St Edmundsbury Borough; AQMA Sudbury and AQMA Ipswich No.1 to 5

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	Minor indirect positive effect on population as the increased service frequency will encourage more train travel over travel by car, which may reduce air pollution and associated health problems.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	There is unlikely to be any direct effects on the health and safety of the transport network, however there may indirect positive effects if there is a reduction in the number of vehicles on the road which will contribute to reducing the likelihood of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	With increased frequency of train services between three city and towns, major positive effect is expected on accessibility to key services, employment and recreational areas for these communities.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	With additional passing bays and increased frequency of train services, major positive effect is expected on the transport network, thereby supporting and contributing to local economic growth and competitiveness.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	Increased frequency of train services will have major positive effect on the promotion of sustainable modes of transport and will also reduce the need to travel by car as the scheme is expected to offer more service options for travellers, which consequently will reduce congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - -	There is potential for moderate negative effects on biodiversity and geodiversity as the existing rail line is near or runs along multiple SSSIs, LNRs and local wildlife sites. The scheme will potentially require additional land to accommodate the passing bays and double tracks and increase train frequency will increase disturbance to biodiversity. Furthermore, the existing rail line passes through three ancient woodlands.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / - -	There are multiple historic resources along the existing rail line, with the Stowmarket Station as a listed building on its own and passing through the Chippenham Hall registered park and garden. Additional train services may generate more vibration to the listed buildings, resulting in negative effect; though it may also be a change to protect these resources in the process. Additionally, subject to the construction methods to be adopted, there is potential for discovery in the process.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	Depending on the extent of additional passing bays and double tracks, there could be negative effect on landscape and townscape character, though minor as there is already an existing rail line. There may also be improvements to the townscape if the number of vehicles is reduced as a result of improved public transport.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	There are various Grade 2 and Grade 3a agricultural land next to the existing rail line in Kentford and Elmswell. Subject to the final design and approach to increase train service frequency, there may be minor negative effects.
10. Protect and enhance the quality of the water environment	? / -	Key moderate negative effect on the water environment will be potential pollution to River Kennett, River Lark and River Gipping where the existing rail line is now passing through, especially during construction stage (for example, site runoff or sewage from workers).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The existing rail line passes through area of Flood Zone 3 and is therefore at a higher risk of flooding. It is anticipated that some permanent land-take is required which will increase the flood risk for certain areas along the railway route. However, unlike roads, railway ballast is permeable which would help to reduce flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	++	Increased train service frequency may reduce amount of car travel and hence reduced pollution and improved air quality locally and the 10 AQMAs which the existing railway line falls within.

SEA Objectives	Assessment	Summary of Effects
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	Increased train service frequency may reduce amount of car travel and hence reduced associated GHG emission, therefore contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	There is potential for the area of railway to be at risk from flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	Potential minor positive effect is expected from maximising the use of existing rail infrastructure, and potentially increasing the lifespan of the road network from directing car travel to train.

Summary:

The aim of the project is to increase frequency of train services which will promote the use of public transport with improved efficiency and potentially reduce road congestion as a result. This has the potential to benefit the health of the local community through improved air quality as well as improving the health and safety of the road network. However, the existing rail line passing through and/or run along multiple sensitive receptors, which may be subjected to minor to major negative effects, depending on the final design and approach of the project.

Table 37: A505 Corridor Study

Intervention name	A505 Corridor Study
Further Information	A strategic economic growth and transport study to include outline business case development for a scheme on the A505. Reduces congestion, supports key employment sites including Granta Park, Babraham and the Genome campus with potential growth of over 11,200 jobs.
Local Authority	South Cambridgeshire
Current status	Pre-feasibility
Location	Section 1: Starts at the roundabout where the A10 meets the A505 north of Royston to Duxford Air Base Section 2: Duxford Air Base 3 options; one north, one south and one widening Section 3: M11 J10 along the A505 to the roundabout with the A1301 4 options: realignment, south (short) and south (long) Section 4: roundabout with the A1301 along the A505 to A11 at Granta Park west of Great Abington Section 5: M11 Junction 9 2 options: reconfiguration or relocation
Baseline	• Section 1: – Holland Hall (Melbourn) Railway Cutting SSSI – One Grade II Listed Building right on the roadside 'Milestone at Junction of A505 and B1368' – One scheduled monument 'Bran Ditch: an Anglo-Saxon bank and ditch between Fowlmere and Heydon, including an Anglo-Saxon burial ground, a second of medieval lynchet and an Iron Age enclosure' scheme crosses this monument – Flood zones 2 and 3 where scheme crosses Wardington Bottom (drain) – Agricultural Land Grades 2 and 3 • Section 2: – SSSI Thriplow Peat Holes SSSI – One scheduled monument 'Roman Settlement S of Chronicle Hills' – 34 Grade II and II* listed buildings – Duxford Airfield Conservation Area (especially impacted by Option 2a) – Agricultural Land Grade 2 – Cambridge Greenbelt • Section 3: – Whittlesford Conservation area (potentially, Whittlesford Bridge Conservation Area) effected by option 3a, – One scheduled monument 'Chapel of the Hospital of St John at Whittlesford Bridge – Two listed buildings Grade II and Grade II* – Flood Zones 2 and 3 around the 'drain' east of Whittlesford, River Cam is located south of the A505 – Agricultural Land Grade 2 and 3 – Cambridge Greenbelt • Section 4: – Pampisford Conservation Area – One Registered Park and Garden Grade II* – One listed building on the roadside – One scheduled monument 'Two Moated Sites 150m east of College Farm' – Agricultural Land Grades 2 and 3 – Cambridge Greenbelt • Section 5: – One scheduled monument 'Roman Fort, Roman Town, Roman and Anglo-Saxon Cemeteries at Great Chesterford' – Water Environment: 'drain' main river (M11 crosses northbound of Junction) Flood Zones 2 and 3 – Agricultural land Grades 2 and 3

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	This project does not aim to improve the health of the population; however, the project suggests capacity improvements to resolve severe delays that are currently experienced on the A505 corridor in multiple locations. Although there are no AQMAs at the project locations, by improving capacity would result in minor to moderate positive effects to the local air quality due to reduced idling traffic which would have benefits for health of local residents.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	Improvements to the capacity of the A505 will have positive effects on the health and safety of this corridor as it will ease congestion in multiple locations and could result in fewer accidents. Therefore, a moderate positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve accessibility to key services, employment and recreational areas such as Granta Park, Babraham and Genome campus with the potential growth of over 11,200 jobs. Therefore, a major positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve reliability and efficiency of the transport network which will have a positive impact on supporting and contributing to the local economic growth of the area. The improvements to the A505 will also support key employment sites such as Granta Park, Babraham and Genome campus with the potential growth of over 11,200 jobs. Therefore, a major positive effect is anticipated.

SEA Objectives	Project Assessment	Summary of Effects
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	Improvements to the capacity of the A505 corridor will have positive effects on reducing congestion. This will make public transport more reliable and efficient, however upgrading the A505 will not encourage people to take public transport. Therefore, a minor positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	The options selected for each section will determine the protection of biodiversity. Online options will require less land-take than realignment or relocation options. Therefore, reducing the impacts on the SSSIs. However, offline options could have a minor negative effect on designated sites.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- -	The project sections are within close proximity to multiple Grade II and II* listed building, some are located on the roadside. These buildings could experience minor negative effects from vibration caused by increased traffic or from the construction of additional lanes. There could also be a minor negative impact on buried archaeology from widening the roads or realignment of the roads. There are multiple scheduled monuments within close proximity which the project could impact the setting of. The A505 corridor project could also have impacts on the multiple conservation areas and the Grade II* registered Park and Garden. Increasing the number of lanes will reduce congestion which may have positive effects on the setting of the Conservation Area. The addition of new lanes will alter the Conservation Area, however, given that there is an existing busy road effects are considered minor. Overall a moderate effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Increasing the capacity of the A505 corridor by widening to a dual carriageway will reduce congestion which may have positive effects on the setting of the landscape. The addition of new lanes will alter the landscape, however, given that there is an existing busy road effects are considered minor. If boundary trees used for screening are removed this may have a bigger effect on the character of the landscape
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	- - / -	The options selected for each section will determine the permanent land-take required for the project. The Grade of Agricultural land at the different sections of the project is Grades 2 and 3. Online options will require less land-take than realignment or relocation options. Therefore, dependent on the options chose, a minor to moderate negative effect is anticipated. Additionally, Cambridge Greenbelt could be impacted depending on the different options
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network along this corridor, are likely to increase the impermeable surface area and will therefore increase the risk of contaminated run-off. The River Cam and Wardington Bottom (drain) and drain to the east of Whittlesford are located within close proximity of the scheme. However, the updates required may require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located at various points (in sections 1 and 3) in Flood Zones 2 and 3. Therefore, given the project would increase the impermeable surface area to allow for greater capacity along the A505, the project may contribute to the risk of flooding. Appropriate drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	+ / ++	The different project sections are not located in an area with an AQMA. This coupled with the improvements to alleviate congestion will reduce the number of cars queuing, which will result in minor improvements to the air quality. Therefore, a minor to moderate positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to improve alleviate the local highway congestion along the A505 corridor. Reducing the congestion will help to reduce GHG emissions slightly but could also see an increase in road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is partially located (in sections 1 and 3) in an area identified as being at risk from flooding. Therefore, increasing the impermeable surface area these locations through road improvements could increase the risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	- / +	Currently, there are different options for Sections 2, 3 and 5 of the A505 corridor such as online widening and realignment. A minor negative effect has been identified where current infrastructure will not be utilised such as Option 2b (northern realignment), Option 2c (southern realignment), Option 3b (northern realignment), Option 3c (southern realignment short), Option 3d (southern realignment long) and Option 5b (relocation). A minor positive effect has been identified for the remaining options as they shall maximise the current infrastructure and will require online widening.

Summary:

This project aims to improve orbital accessibility and alleviate congestion along the A505 corridor. Major positive effects are anticipated with regard to improving accessibility to key services and supporting and contributing to local economic growth by delivering an efficient transport network. Minor positive effects are anticipated for the health of residents local to the scheme locations and moderate positive effects on the overall health and safety of the A505 corridor by reducing congestion. Moderate negative effects are expected around the conservation of soils and the historic environment. Minor negative effects have been identified with regard to the landscape and townscape. There is also potential for negative effects on biodiversity, the water environment, flooding and climate resilience.

Table 39: Coldham's Lane Improvements

Intervention name	Coldham's Lane Improvements
Further Information	Design phase of improvements to the junction of Coldham's Lane, Brooks Road and Barnwell Road, Cambridge. Aim to improve safety for cyclists. Remodelling roundabout to improve safety and provide crossings on each arm. Improved road safety encourages walking and cycling to major urban development of over 1,200 new homes in East Cambridgeshire.
Local Authority	Cambridge
Current status	Pre-feasibility
Location	Roundabout junction where Coldham's Lane, Brooks Road and Barnwell Road (A1134) meet in Cambridge
Baseline	• 3 LNRs: Barnwell, Barnwell II (closest to could impact slightly) and Coldham's Common • Cambridge Greenbelt • Close to Cambridge AQMA • Flood zones 2 and 3 where Cherry Hinton Brook crosses under Coldham's Lane and Barnwell Road • Unnamed Lakes to the south and Cherry Hinton Brook

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	This project is not aimed at improving the health of the population, it does have the intention of providing improved road safety at this roundabout junction which will help improve safety for pedestrians and cyclists, therefore encouraging walking and cycling. Therefore, a moderate positive effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	Improvements to the roundabout to improve safety for cyclists will have positive effects on the health and safety of this junction as it will allow more cyclists to use the roundabout more safely and could result in fewer accidents. Therefore, a moderate positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+ / ++	Improvements to the junction will allow improved road safety, encourages walking and cycling to the major urban development of over 1,200 new homes in East Cambridgeshire. Therefore, a minor to moderate positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Improvements to the junction will allow improved road safety, encourages walking and cycling will have positive effects on reducing congestion which will help to improve reliability and efficiency of the transport network which will have a positive impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	Improvements to the capacity of the interchange will have positive effects on reducing congestion and the need to travel by car, making the roundabout safer for cyclists and walkers. Reducing the need to travel by car could have the effect of making public transport more reliable and efficient, and will potentially encourage more people to use active forms of travel.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	There are 3 LNRs to the north of the roundabout. Dependent on the re-modelling, there could be neutral impacts to these designated sites. The project is also located within the Cambridge Greenbelt.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There are no historic assets identified at the scheme location. Therefore, a neutral effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	Remodelling the roundabout will reduce congestion which may have positive effects on the setting of the landscape. The addition of new infrastructure will alter the landscape, however, given that there is an existing busy road effects are considered mixed.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The project is located on urban or non-agricultural land. It is therefore anticipated that the effect on soils would be neutral.
10. Protect and enhance the quality of the water environment	? / -	The remodelling to the roundabout is likely to take place on already impermeable surfaces. However, there is potential for contaminated run-off during the works. There are some unnamed waterbodies located adjacent to the south of the scheme and Cherry Hinton Brook.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located in Flood Zones 2 and 3 where Cherry Hinton Brook crosses under Coldham's Lane and Barnwell Road. The project is likely to take place on already impermeable surface area, however drainage may need to be updated as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	++	The project is not located in an area with an AQMA, however it is close to Cambridge AQMA. This coupled with the improvements of the roundabout, encouraging people to walk and cycle rather than drive will reduce congestion, which will result in improvements to the air quality. Therefore, a minor to moderate positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+ / ++	The project looks to make the Coldham's Lane roundabout safer for cyclists and walkers to use. Encouraging people to use other modes of transport other than cars. Also, by remodelling the roundabout this could reduce congestion at the junction. The project will help to reduce GHG emissions slightly, therefore, a moderate positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is located in an area identified as being at risk from flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve the roundabout for use by walker and cyclists. This would be utilising the current infrastructure; however, it will also be updating the current infrastructure, therefore an overall minor positive effect is anticipated.

Summary:

This project aims to improve safety for cyclists at the Coldham's Lane roundabout to provide crossings on each arm. The improved road safety encourages walking and cycling and reduces private car use, which allows for positive effects on local air quality, minimising GHG emissions, health of the population, improving the health and safety of the transport system and reducing road traffic allowing for increased reliability of the public transport network and for greater efficiency and reliability of the transport network as a whole. Neutral and minor negatives of this scheme are with regard to flooding, the water environment, the historic environment, biodiversity and protection of soils.

Table 42: Greenways Development

Intervention name	Greenways Development
Further Information	Creating a high-quality network of 12 separate Greenway routes to connect local villages with Cambridge city. Each Greenway has its own timetable. Consultation has finished on two routes (Barton and Haslingfield) and is underway on a further 2 (Fulbourn and Waterbeach). A programme of 'quick wins' has been identified and these are now under construction.
Local Authority	Cambridge
Current status	
Location	Cambridge and the wider area – 12 separate Greenway routes from the following towns into Cambridge: Waterbeach; Horningsea; Swaffham; Bottisham; Fulbourn; Linton; Sawston; Melbourn; Haslingfield; Barton; Comberton and St Ives
Baseline	• 22 SSSIs: Thriplow Peat Holes; Barrington Chalk Pit; Fulbourn Fen; Furze Hill; Fowlmere Watercress Beds; Great Wilbraham Common; Madingley Wood; Hardwick Wood; Stow-cum-Quy Fen; Triplow Meadow; Overhall Grove; Whittlesford-Triplow Hummocky Fields; Fleam Dyke; Wilbraham Fens; God Magog Golf Course; Roman Road; Traveller's Rest Pit; Cherry Hinton Pit; Dernford Fen; Histon Road; Sawston Hall Meadows; and Alder Carr • 14 LNRs: Barnwell; Barnwell II; Bramblefields; Byron's Pool; Coldham's Common; Mare Fen; Logan's Meadow; Limekiln Close (and West Pit); East Pit; Worts Meadow; Sheep's Green and Coe Fen; The Beechwoods; Paradise; and Nine Wells. • 2 Ancient Woodlands: Madingley Wood; another Ancient & Semi-Natural Woodland with no name. • Large number of listed buildings and scheduled monuments • Flood zones 2 and 3 • A14 Corridor AQMA and Cambridge AQMA • River Cam • Agricultural Land Grade 2, 3a and 3b • Registered Parks and Gardens

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	The Greenways will promote cycling and walking, which will generate health benefits, but also potentially the need for car travel, thereby reducing air pollution. Furthermore, routes proposed so far cover a wide area, reducing inequalities between areas. Therefore, major positive effects have been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	The introduction of designated walking and cycling routes will reduce the likelihood of road accidents with between different types of road users. Therefore, minor positive effect has been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	The Greenways Development will provide designated walking and cycling routes connecting different areas around the Cambridge city, which is expected to have major positive effect on accessibility especially to recreational areas for all areas of the community in Cambridge.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	There is potential for minor positive effects given that the project aims to increase accessibility by walking and cycling. This may also have indirect positive effects on making the road network more efficient.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	Provision of designated walking and cycling routes will have major positive effects on the promotion of sustainable transport modes and reducing the need for car travel.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	There are multiple SSSIs, LNRs and ancient woodlands along the 12 proposed routes. There are potential minor negative effects on overall biodiversity and geodiversity associated with the introduction of cycling routes as it may increase human disturbances from recreation use and construction.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	There are large number of listed buildings, scheduled monuments and registered parks and gardens along the 12 proposed routes. Subject to detailed design of these routes, there is a potential for minor negative effect, though unlikely.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	Potential minor negative effects on townscape and landscape character is expected from the introduction of walking and cycling routes branching out to nearby towns within Cambridgeshire. However, there may also be benefits if the number of vehicles are reduced as a result of the project.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	There are various Grade 2, 3a and 3b agricultural along the 12 Greenway routes, therefore subject to final route design, there may be minor negative effects from encroaching onto these areas.
10. Protect and enhance the quality of the water environment	? / -	Two of the proposed routes (Waterbeach and Haslingfield) next to and/or crosses River Cam, where existing greenway already exist and works involved are expected to be enhancement, widening or additional route across the River. Considering these areas fall within a Flood Zone 2 and 3, potential minor negative effect on the river is expected if construction is carried out during wet season. Moreover, depending on construction method, site runoff may potentially have a negative effect on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	Given the areas potentially fall within areas at higher risk of flooding, the routes may be at risk of flooding. The project may also increase the impermeable surface area which can contribute to a higher risk of flooding. Appropriate drainage will need to be considered.
12. Protect and improve local air quality, particularly in the AQMAs	+++	Major positive impact on local air quality, particularly the A14 Corridor AQMA and Cambridge AQMA which this project falls within. The provision of new or improved walking/cycling/equestrian routes may reduce car travel and associated air pollution.

SEA Objectives	Assessment	Summary of Effects
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+++	Major positive effect on minimising GHG emissions from the potential reduction in car use, hence associated emissions, and Cambridgeshire's contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	There may an increase in the impermeable surface area. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	0	There is unlikely to be effects on transport infrastructure, therefore a neutral impact has been identified.

Summary:

The proposed 12 greenways span across different areas within Cambridgeshire, include multiple SSSIs, LNRs and ancient woodland; therefore, there is likely to be minor negative effects from increased human / recreational disturbance, and to landscape and townscape character. Furthermore, two of the routes are within Flood Zone 3 and along the River Cam; consequently, potential minor to moderate negative effect on flood risk and water environment has been identified. Nevertheless, the project will promote and encourage the use of sustainable transport mode, including walking and walking, and therefore has a general positive effect on human health (benefits from the activity), air quality (reduced car travel).

Table 43: Jesus Green Lock

Intervention name	Jesus Green Lock
Further Information	Upgrades to cycling routes and resolve crossing (new bridge) in the vicinity of Jesus Green Lock existing pedestrian bridge.
Local Authority	Cambridge
Current status	
Location	Jesus Green, Cambridge
Baseline	• Listed buildings with Jesus Green Lock House most at risk • Flood zones 2 and 3 • River Cam • Cambridge AQMA

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	Moderate positive effects are expected from the health benefits generated from cycling, which is expected to be more encouraging from the route upgrades and new bridge crossing. There may be a reduction in car travel as a result of the upgrade which may lead to health benefits through improvements in air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	There is likely to be improvements to the health and safety of the road network given the project aims to resolve crossing issues by providing a new bridge. Cyclists will therefore be able to travel safer.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	Upgraded cycling routes and new bridge crossing will improve the overall accessibility in an area where cycling is common. Hence, moderate positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	There is unlikely to be effects on the economy, therefore a neutral impact has been identified.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	Major positive effect is expected as the upgrade of cycling routes and new bridge crossing will encourage more sustainable transport mode, and improved accessibility will potentially reduce the need for car travel.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be effects on biodiversity, where any disturbance during construction of the new bridge is expected to be minor and temporary. Hence a neutral impact has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- / 0	There are several listed buildings in close proximity to the project, which may or may not cause negative effects, depending on details and methods of the proposed works. However, it is more likely that these listed buildings will be protected during construction stage and there will be no effects.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- / 0	Upgrading of the existing cycling routes is not expected to have any effects on the landscape and townscape character. However, depending on new bridge design, it may have a minor negative effect.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	There is unlikely to be effects on soil quality and loss of loss of agricultural / greenfield land, or opportunities to remediate contaminated land. Therefore, a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	? / -	There will be potential minor negative effects on River Cam which the proposed new bridge will be crossing, especially during construction if appropriate measures are implemented; and potentially increased runoff into the river.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be effects on transport infrastructure, nor flood risk to it, therefore neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	Although cycling is fairly common in the area, upgrade of existing cycling route and provision of new bridge crossing is expected to further encourage cycling, potentially reducing vehicular and improve air quality locally and within the Cambridge AQMA.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	Although cycling is fairly common in the area, upgrade of existing cycling route and provision of new bridge crossing is expected to further encourage cycling, potentially reducing GHG emissions from car travel and improve air quality locally and within the Cambridge AQMA.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on vulnerability to climate change by minimising flood risk. Therefore, a neutral impact has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project is expected to encourage more cycling activities over car travel, which will potentially reduce traffic volume and delay road surface deterioration, thereby maximising the lifespan of existing transport infrastructure. Therefore, a minor positive effect has been identified.

Summary:

Positive effects are generally expected from the project as it will encourage cycling with improved routes and accessibility, improving air quality and having benefits for the health of the local population whilst making the transport network safer. However, as the existing routes and proposed bridge will be along and/or across the River Cam, there will be potential negative effect on water environment.

Table 45: Mitigation of Local Impacts of Waterbeach Development

Intervention name	Mitigation of Local Impacts of Waterbeach Development
Further Information	Package of schemes to mitigate development impacts. Includes wider Waterbeach pedestrian / cycle network.
Local Authority	Cambridge
Current status	
Location	Waterbeach
Baseline	• Cambridge Greenbelt • 2 scheduled monuments and multiple listed buildings within Waterbeach • A14 Corridor AQMA • Flood zones 2 and 3 • River Cam • Agricultural Land Grade 2 and 3

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	The provision of a pedestrian cycle network will encourage more cycling, where the activity itself will generate health benefits. There is potential for car travel to be reduced as a result from the bus, rail and active travel measures therefore resulting in health benefitsts from improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	Proposed measures such as level crossing, improved road access for vehicles and pedestrians and signal adjustments, will all have major positive effects on the overall health and safety of the transport network within the Waterbeach area, and reducing the number of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	The aim of this scheme is to mitigate the travel impact and needs from the population influx of the proposed Waterbeach Development (11,000 dwelling). The relocation of railway station, provision of pedestrian cycle network and improved bus network will improve overall accessibility for the Waterbeach community.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The proposed transport measures will not only improve local accessibility, but also provide connection to the Cambridge city centre, thereby supporting and contributing to economic grown and competitiveness.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	The scheme consists of a variety of transport packages, where the provision of pedestrian cycle network and improved bus and rail network will contribute to the promotion of sustainable transport mode and potentially the need for car travel. However, effects on road traffic and congestion is yet to be determined.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	There is unlikely to be effects on biodiversity as the proposed scheme is to address transport needs of new developments which will occur regardless. However, the transport infrastructure may lead to land-take and biodiversity loss therefore there is potential for negative effects.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	The proposed greenway and new bus link will run across or pass multiple listed buildings and a few scheduled monuments. Subject to detailed design of these schemes, there may be opportunity to maintain / protect on these resources but may also cause direct and indirect negative effects from construction.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	This scheme aims to introducing multiple transport infrastructure projects to the area. This may lead to a change in landscape, depending on where the projects are location.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	There is potential for effects on soils or loss of agricultural/greenfield land if the new transport infrastructure requires land-take. However, the schemes are expected to be in the vicinity of existing infrastructures and therefore neutral impact has been identified.
10. Protect and enhance the quality of the water environment	? / -	The package of schemes are not located in close proximity to any waterbodies, therefore there is unlikely any effects on the water environment. However, there may be an increase in the impermeable surface area which could lead to an increased risk of contaminated run-off.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located within Flood Zone 2 and 3 and is therefore at a higher risk of flooding. There may be an increase in the impermeable surface area as a result of the new transport infrastructure associated with this project. This has the potential to contribute to the risk of flooding therefore appropriate drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	0 / +	Although the package of schemes is to accommodate more traffic, the increased traffic volume is not induced by the project but the Waterbeach Development and therefore neutral impact has been identified in this regard. However, as the schemes focus on sustainable transport mode, there is potentially positive effect on air quality locally and within the A14 Corridor AQMA.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0 / +	Although the package of schemes is to accommodate more traffic, the increased traffic volume and hence associated GHG emission, is not induced by the project but the Waterbeach Development and therefore neutral impact has been identified in this regard. However, as the schemes focus on sustainable transport mode, there is potentially positive effect on minimising GHG emission and reducing Cambridgeshire's contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project has the potential to increase the impermeable surface. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.

SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	++	The package of schemes involves provision of new transport infrastructure for accommodating future transport need which the existing infrastructure may not have to capacity to handle. Existing transport infrastructure will be relieved from potential stress from new developments, thereby maximising its lifespan.

Summary:

This scheme is to mitigate the traffic and transport impact associated with the Waterbeach Development and therefore will generally have a positive effect on the SEA objectives especially it involves the provision and promotion of sustainable transport modes (walking, cycling, public transport). There is potential for negative effects on biodiversity, the historic environment, the landscape, soils, the water environment, flooding an climate resilience.

Table 46: Newmarket West Chord

Intervention name	Newmarket West Chord
Further Information	New chord to enable direct services between Soham, Newmarket and Cambridge.
Local Authority	East Cambridgeshire
Current status	
Location	Along the railway between Ely, Soham, Newmarket and towards Cambridge
Baseline	• Ely Pits and Meadows SSSI • Partially within Flood zone 2

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	Indirect minor positive effect on population health is expected from the potential reduction in air pollution from the diversion of car travel to the resumed train service.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	There is potential for indirect effects on the health and safety of the transport network given that the project may lead to a reduction in the number of vehicles on the road.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	The provision of direct train services to and from Soham, Newmarket and Cambridge city will have major positive effect on accessibility to key services, employment and recreational areas for these communities, as it will avoid the need for service change.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The resumed direct train service will increase the efficiency of transport network, improving accessibility, thereby supporting and contributing to the local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	The direct train service will encourage people to use public transport rather than car travel as it will be more convenient, consequently reducing road traffic and congestion. Therefore, major positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- - -	With the Ely Pits and Meadows SSSI immediately next to and within the 'Newmarket west curve', reinstating the rail and provision of train services will introduce new disturbance to the nationally important SSSI which supports a variety of breeding and wintering birds. The SSSI is also a Geological Conservation Review site.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There is unlikely to be effects on the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	As the project only involves the reinstatement of the existing Newmarket west curve where no significant changes to the overall appearance is expected. Therefore, a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	- / 0	Depending on the reinstatement works involved, there is unlikely to be effects on the quality of soils if it is confined within the existing track area. However, should there be any extension, or accidental encroachment, there may be minor negative effect.
10. Protect and enhance the quality of the water environment	-	Construction site runoff may potentially affect the open waters in Ely Pits and Meadows SSSI, therefore minor negative impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	Part of the route is located within Flood Zone 2 therefore potential for flood risk exists. There may be an increase in flood risk from the introduction of the new railway.
12. Protect and improve local air quality, particularly in the AQMAs	+	The provision of direct train service is likely to have minor positive effects on local air quality as it may reduce pollution from car travel. Although the Newmarket West Curve is not located within an AQMA, the resumed direct train service will pass through three other AQMAs, which will also benefit from the potential reduction.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The provision of direct train service is likely to have minor positive effects as car trips may be reduced and therefore associated GHG emission.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The new railway may contribute to an increase risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues.
15. Maximising the use and lifespan of existing transport infrastructure	+++	Reinstating the existing Newmarket west curve will maximise the use of existing transport infrastructure and therefore major positive effect has been identified.

Summary:

The reinstatement of the existing Newmarket West Chord will mainly have positive effects as it will improve public transport, accessibility by public thereby supporting growth, and improve air pollution by direct car trips to train travel. However, as the Newmarket west curve is located within a SSSI of nationally importance in supporting breeding and wintering bird, which is also a geological conservation review site, there may be potential negative effects from the resumed train service causing increased disturbance.

H.3 Projects in East Cambridgeshire

Table 48: Queen Adelaide Road Study

Intervention name	Queen Adelaide Road Study
Further Information	Highway scheme to mitigate the impact of increased periods of level crossing closures.
Local Authority	East Cambridgeshire
Current status	
Location	3 level crossings along the B1382 in Queen Adelaide. 3 crossing are with the railway lines for Peterborough, Kings Lynn and Norwich.
Baseline	• Ely Pits and Meadows SSSI • Agricultural Land Grade 1 and non-agricultural • Flood zones 2 and 3 (apart from Peterborough crossing) • Crosses River Great Ouse but whole project is in area benefitting from flood defences

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0 / +	It is unlikely that the level crossing improvement will have an effect on the health of the population. However, the project aims to reduce congestion and therefore idling cars. Therefore, a neutral to minor positive effect is anticipated due to increased air quality for local residents.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the period of time the level crossings are closed will have positive effects on the health and safety of these levels crossings as it will ease congestion and could result in fewer accidents. Therefore, a minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+ / ++	Improvements to the level crossings will have positive effects on reducing congestion which will help to improve accessibility to key services, employment and recreational areas, for both road traffic and rail traffic. Therefore, a minor to moderate positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Improvements to the level crossings will have positive effects on reducing congestion which will help to improve reliability and efficiency of the transport network which will have a positive impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0 / +	Improvements to the level crossings will have positive effects on reducing congestion. This will make public transport more reliable and efficient, however upgrading the junction will not encourage people to take public transport. Therefore, a neutral to minor positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	Ely Pits and Meadows SSSI is located within 1km of the scheme. There is a small possibility for the project to have negative impacts on this site. In addition, there is no greenbelt affected by this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There are no historic assets identified at the scheme location. Therefore, a neutral effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0 / -	Increasing the period of level crossing closure along Queen Adelaide road will reduce congestion which may have positive effects on the setting of the landscape. The addition of new infrastructure will alter the landscape, however, given that there is an existing busy road effects are considered neutral to minor negative.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0 / -	The level crossing improvements along Queen Adelaide road are located within Grade 1 and non-agricultural land. Depending on the improvements to the level crossings, permanent land-take may be required. Therefore, a neutral to minor negative effects are anticipated.
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network at the level crossings could increase impermeable surfaces which could contribute the risk of contaminated run-off. There are some waterbodies located close to the scheme and Queen Adelaide road crosses the River Great Ouse. Any enhancements to this section of road could result in reduced protection of the water environment, however the project is located in an area benefitting from flood defences and there is potential for enhancements to the infrastructure and its drainage such as SuDS.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located in Flood Zone 2 and 3, apart from the Peterborough level crossing. Therefore, if the scheme requires infrastructure improvements in the shape of more lanes, this would increase the impermeable surface area. Improved drainage on the current infrastructure combined with the fact that the project is located within a Flood Zone, could result in increased flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. This coupled with the improvements to alleviate congestion along Queen Adelaide road will reduce cars queuing, which will result in minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to alleviate congestion at these level crossings. Reducing the congestion will help to reduce GHG emissions slightly but could also see an increase in road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is located in an area identified as being at risk from flooding. Therefore, increasing the impermeable surface area through road improvements could increase the risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to mitigate the impact of increased periods of level crossing closures to ease the congestion. This would be utilising the current infrastructure; however, it will also be updating the current infrastructure, therefore an overall minor positive effect is anticipated.

Summary:

This project aims to mitigate the impact of increased periods of level crossing closures and relieve congestion through improving existing links and developing a more flexible network. Minor negative effects are anticipated with regard to biodiversity, the water environment risks of flooding and climate resilience. Minor positive effects have been identified with regard to maximising the current infrastructure, reducing GHG emissions, improved air quality, and health of local residents and improved health and safety with a more efficient transport network. Neutral effects have been identified for the protection of soils, maintaining the landscape and townscape and the historic environment.

Table 50: Pedestrian and Cycle Bridge – Henley Way to Merivale Way

Intervention name	Pedestrian and Cycle Bridge – Henley Way to Merivale Way
Further Information	Bridge between Henley Way and Merivale Way. Linking two large housing developments and connecting into the Lisle Lane route. This route would also connect up the Ely North development.
Local Authority	East Cambridgeshire
Current status	
Location	Henley Way and Merivale Way in Ely
Baseline	• Ely Pits and Meadows SSSI (Ely Pits also known as Roswell Pits)

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	Provision of pedestrian and cycle route will generate health benefits from walking and cycling, while potential reduction in car travel will reduce air pollution and contribute positive to associated health issues.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	There may be moderate positive effect on the safety of transport network as the designated pedestrian and cycle bridge will provide a safe environment for users to access nearby areas, reducing the likelihood of car-pedestrian accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	The new bridge will provide the missing link to the Lisle Lane route and connect to Ely North, improving overall local accessibility.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	There is unlikely to be effects on the reliability and efficiency of transport networks. Therefore, a neutral impact has been identified.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	Moderate positive effects are expected given the project will likely promote and encourage the use of cycling and walking. This could lead to a reduction in car travel and therefore improving congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	Although the project is of small scale, it is immediately next to the Ely Pits (also known as Roswell Pits) and Meadows SSSIs, potential negative effect is expected from construction and operation (disturbance from potential increased recreational use).
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There is unlikely to be effects on the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- / +	The bridge structure may change the existing environment and cause minor negative effect on the landscape and townscape character. However, there is potential for the townscape to be improved if there is more walking and cycling journeys rather than car travel.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	There is unlikely to be effects on quality of soils or loss of agricultural / greenfield land. Therefore, a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	? / -	The waterbodies within the Ely Pits (also known as Roswell Pits) and Meadows SSSI is located in close proximity to the project, there may be potential minor negative effects given the project could lead to an increased risk of contaminated run-off. Appropriate drainage will need to be considered.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project will likely lead to an increase in the impermeable surface area which could contribute to the risk of flooding. There will need to be appropriate drainage systems considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is expected to have minor positive effect in protecting local air quality by minimising the need for car travel for short trips to nearby areas by providing a designated pedestrian and cycle bridge.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project is expected to have minor positive effect in minimising GHG emission by minimising the need for car travel for short trips to nearby areas by providing a designated pedestrian and cycle bridge.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project will likely lead to an increase in the impermeable surface area which could contribute to the risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	0	There is unlikely to be effects on maximising the use and lifespan of existing transport infrastructure. Therefore, a neutral impact has been identified.

Summary:

The project will generally have positive effect on accessibility and safety of road users, with induced indirect benefits on health and air pollution. However, as the project is located in close proximity to a SSSI, there may be potential effects if measures are not taken to prevent pollution and disturbance. There is also potential for negative effects on biodiversity, the water environment, flooding and climate resilience.

Table 51: A142 Capacity and Safety Improvements

Intervention name	A142 Capacity and Safety Improvements
Further Information	Study into capacity improvements on the A142 between Ely and Chatteris. Includes safety improvements.
Local Authority	East Cambridgeshire
Current status	
Location	From the A141 roundabout with the A142 north of Chatteris to the roundabout with the A10 south-west of Ely.
Baseline	• Ouse Washes • Grade 1, 2 and 3a agricultural land • Old Bedford River, Hundred Foot Drain (New Bedford River)

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	Effects on population health will be mainly from the change in air pollution, which could be reduced from less idling and start-up emission due to relieved traffic congestion. However, there would be negative effect if the increased traffic after capacity improvements are more than the reduction.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	Safety improvements will also be considered under this study, as such, major positive effect on the health and safety of the transport network is expected and number of accidents may decrease once improvement works have been carried out.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	Study findings are expected to propose works for improving the safety and increasing the capacity of the A142, which will reduce congestion and accidents, thereby improving accessibility. Therefore, major positive effect is expected.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	Improved traffic flow and safety will result in a more reliable and efficient transport network, thereby supporting and contributing to local economic growth and competitiveness. Therefore, major positive effect is expected.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	- / 0	While congestion may be relieved as a result of this study, due to the capacity improvement works, it is not expected to be achieved through the reduction of car travel, nor promotion of sustainable transport mode, therefore a neutral impact has been identified. The improved capacity may in contrary encourage more car travel due to the reduced congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	A section of the A142 passes through the Ouse Washes (Ramsar Site, SSSI, SAC, SPA), any capacity improvement will increase more traffic, hence increased disturbance. However, the timing of the proposed works to be carried out as a result of this study are likely to be after 2019/20, where the requirement of net gain biodiversity may already become effective, and project proponent will be obliged to biodiversity enhancement.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	There are a few scheduled monuments (bowl barrows) next to the concerned section of the A142 and some trial trenches nearby, indicating potential for discovery; hence, potential negative effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	Subject to the final works proposed and carried out from this study, the distinctiveness of the landscaper character may be affected negatively if scales are extensive, while there may be no effects if only minor works to the exiting road is carried out.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	- -	There is Grade 1, 2 and 3a agricultural land immediately next to the multiple sections along the A142 between Ely and Chatteris. If capacity and safety improvements are to be achieved through road widening in these sections, there will be loss of agricultural land and therefore moderate negative effect has been identified.
10. Protect and enhance the quality of the water environment	? / -	As the part of the A142 passes through the Old Bedford River and the Hundred Foot Drain (New Bedford River), there is potential for negative effects on these water environments, especially during the construction stage. The project has the potential to increase the impermeable surface area, contributing to the risk of contaminated run-off. Appropriate drainage will need to be considered.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	There is potential for the project to increase the impermeable surface area, therefore contributing to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	Improvement works as a result of this study can have either positive or negative effect as safer and less congested road may encourage more car travel, therefore reducing air quality. However, reduced congestion will lead to a reduction of idling and start-up emissions.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	Improvement works as a result of this study can have either positive or negative effect as safer and less congested road may encourage more car travel, therefore increasing GHG emissions. However, reduced congestion will lead to a reduction of idling and start-up emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	Given the potential of an increased impermeable area coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+++	Improving the capacity and safety of the A142 will maximise the use and lifespan of existing transport infrastructure as it will provide a better driving condition.

Summary:

Major benefits are expected as this study will inform the needs for improving the safety and capacity of the A142, improving accessibility and supporting local economic growth, and the generally existing transport network and infrastructure. However, as this section of the A142 passes through a SSSI with two rivers along the SSSI boundary and agricultural soils immediately net to the road, there is potential for negative effects. There are also potential negative effects identified for the water environment, flooding and climate resilience.

Table 52: Ely to Soham Track Doubling

Intervention name	Ely to Soham Track Doubling
Further Information	Doubling the track between Ely and Soham.
Local Authority	East Cambridgeshire
Current status	Pre-feasibility
Location	Ely to Soham railway
Baseline	• SSSIs, SAC and NNR • Listed Buildings • Soham Lode Drain and River Great Ouse • Flood Zone 1, 2 and 3

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	There may be an improvement in air quality and therefore health as a result of this project as it may encourage more people to use public transport rather than their car, particularly for shorter journeys between Ely and Soham.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	There may be an indirect positive effect on the safety of the road network if the number of car journeys are reduced as a result of increased rail capacity between Ely and Soham.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	Accessibility to key services, particularly for those without access to a car, is likely to be improved as a result of this project. A moderate positive effect has therefore been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	Improving the capacity of the rail offering is likely to result in benefits to the local economy as it is likely to open up more opportunities.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	The project will likely promote the use of rail as a viable and efficient mode of travel, particularly between Ely and Soham. This has the potential to reduce the number of vehicles on the road, therefore alleviating congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- - / +	There are a number of SSSIs and a SAC and NNR which may be affected during the construction of the project therefore moderate negative effects have been identified. However, there may also be indirect positive effects on biodiversity due to a reduction in the number of vehicles from the increased rail capacity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	Listed buildings may be affected during the construction works, however this is likely to be temporary therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The setting of the landscape may be disrupted during the construction works, however it is unlikely this will change significantly therefore a neutral effect has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	- -	The railway between Ely and Soham passes through Grades 1, 2 and 3 agricultural land. The doubling of the tracks have the potential to lead to a loss of soil therefore a moderate negative effect has been identified.
10. Protect and enhance the quality of the water environment	-	The railway is adjacent to several waterbodies and also crosses the Soham Lode Drain and River Great Ouse. There is potential effects during the construction phase on the water environment therefore a minor negative effect has been identified. There may be a reduction in the number of vehicles on the road as a result of improved train capacity which could lead to improvements for the water environment, however this is likely to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	-	The railway passes through Flood Zone 1 but also areas with Flood Zone 2 and 3, and areas benefitting from flood defences. Flooding could therefore pose a risk to the railway during both the construction and operational phases. There is also potential that the railway may increase the impermeable area which may also contribute to flooding. A minor negative effect has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	Improvements to the capacity of the railway has the potential to result in reduced vehicles journeys which therefore has a positive effect on air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	A reduction in the number of vehicle journeys as a result of improved rail capacity also has the potential to reduce GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards, therefore a neutral impact has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	++	The improvement to the capacity of the section of railway between Ely and Soham will likely maximise the use of the transport infrastructure therefore a moderate positive effect has been identified.

Summary:

The doubling of the railway track between Ely and Soham is likely to increase the capacity of the railway and promote the use of public transport. This has the potential to reduce the number of vehicle journeys which could lead to improvements in air quality and therefore health, a reduction in GHG emissions and also indirect benefits for biodiversity. There is also potential for a reduction in congestion and improved accessibility with benefits to the local economy. The use of the rail network is likely to be maximised due to increased capacity. However, there are also potential negative effects for biodiversity and the water environment during the construction phase.

Table 53: A10/A142 Roundabouts Improvements

Intervention name	A10/A142 Roundabouts Improvements
Further Information	Study has been commissioned to look at increasing the capacity of A10/A142 roundabouts and Lancaster Way roundabout, supporting development at Grovemere and Lancaster Way Business Parks.
Local Authority	East Cambridgeshire
Current status	Pre-feasibility
Location	Ely
Baseline	• Agricultural Grade 2 and 3 • Flood Zone 1

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	The project has the potential to reduce congestion through increased capacity of the roundabouts which could result in air quality improvements and therefore health benefits. However, increased capacity may attract additional vehicles which will reduce air quality. Mixed effects have therefore been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	There is potential for road safety to be improvement and therefore a reduction in the likelihood of accidents as a result of the capacity improvements at the roundabouts. However, if there are more vehicles as a result of the improvements works, the likelihood of accidents occurring may increase. Mixed effects have therefore been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	Increasing the capacity at the roundabouts, access between the A10 and A142 is likely to be improved as well as access to the Grovemere and Lancaster Way Business Parks.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	Through improving access to the Grovemere and Lancaster Way Business Parks, there is likely to benefits for the local economy as it may encourage more people to visit the Business Parks or attract businesses to locate there.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	- / ++	There is likely to be improvements to congestion as a result of the capacity improvement works. However, if more vehicles are attracted to the area then there may be an increase in congestion therefore mixed effects have been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	There is potential for negative effects on biodiversity and geodiversity if there is land-take required as a result of capacity improvements. However, this will be dependent on the extent of the works. There is unlikely to be any effects on designated sites.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	No effects are anticipated for the historic environment as a result of this project.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	The works may result in changes to the landscape if there is land-take required for the capacity improvements. However, the significance of this will be dependent on the extent and design of the works.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	The project has the potential for negative effects, however this will be dependent on the extent and design of the works. The project location is adjacent to Grade 2 and 3 agricultural land which may be affected as a result of the works.
10. Protect and enhance the quality of the water environment	? / -	There is potential for negative effects on the water environment as the project is likely to increase the impermeable layer therefore resulting in a potential for contaminated runoff. This will be dependent on mitigation measures included as part of the project.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	As the project is likely to increase the impermeable layer, there is potential for it in to contribute to the risk of flooding. The project is located in Flood Zone 1 therefore is a low risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	As there is potential for the project to reduce congestion, air quality may be improved as a result. The project also has the potential to result in an increase in vehicle numbers which will therefore result in negative effects for air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	Given the potential for a reduction in congestion, there is also potential for vehicle GHG emissions to be reduced. However, this is dependent on the number of vehicles therefore a mixed effect has been identified.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The capacity improvements will likely make the road network more efficient and therefore maximise its use.

Summary:

The capacity improvements as part of this project is likely to improve accessibility between the A10 and A142 as well as to the Grovemere and Lancaster Way Business Parks. This also has the potential to benefit the local economy. The project is likely to reduce congestion, however the capacity improvements may attract additional vehicles. As a result, mixed effects have been identified for air quality, GHG emissions, health and the safety of the road network. There is potential for negative effects on biodiversity, the water environment, the landscape, soils, flooding and climate resilience. However, this will be dependent on the extent and the design of the works involved. There is unlikely to be any effects on the historic environment as a result.

Table 55: A1 Buckden Roundabout Capacity and Safety Improvements

Intervention name	A1 Buckden Roundabout Capacity and Safety Improvements
Further Information	Capacity improvements to accommodate increased demand, and proposals to improve safety along this link.
Local Authority	Huntingdonshire
Current status	
Location	A1 meets the B661 at Buckden Roundabout, south-west of Buckden village
Baseline	• AQMAs: Huntingdon; St Neots; Brampton; Hemingford to Fenstanton (A14)

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	Potential benefits from relieving the existing significant traffic congestion, thus reducing idling and start-up emission, thereby reducing air pollution. However, the benefits for health are likely to be insigifcant therefore a neutral effect has been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	The project aims to create a safe transport network by improving the roundabout, and therefore major positive effect is expected, and the number of accidents and other incidents are expected to reduce.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	As the roundabout is one of the key junctions and is currently suffering from significant traffic congestion, therefore the project will have major positive effects on accessibility, with improved capacity and inter-regional connectivity.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	Major positive effect is expected as the project will improve inter-regional connectivity and access to key national and international gateways which will enhance business connectivity, supporting and facilitating trades.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0 / +	Although the project will relieve congestion, it is not achieved by reducing the need to travel by car, therefore a neutral impact has been identified. However, the project is expected to have an indirect positive effect on the strategy for bus network in the wider region to link market towns and villages (for example, Huntingdon – Brampton – Buckden – St Neots).
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be effects on biodiversity, therefore a neutral impact has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	Although there are multiple listed buildings and a scheduled monument site nearby, direct impact is not expected if the improvement works are to be confined close to the existing roundabout.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?	There could be potential minor positive effect on maintaining the distinctiveness of the landscape and townscape character if the improvement works are designed to be of similar appearance to the existing infrastructure. However, if the improvement works to be carried out will be of major scale, with significant changes made, there is then likely to be negative effect.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	There is unlikely to be effects on the quality of soils or loss of agricultural / greenfield land, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	There are no waterbodies near the project area, therefore no effects are expected on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be effects on the risk of flooding to transport infrastructure or contribution to it, and the project is not within a Flood Zone, therefore a neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	+	Potential minor positive effect is expected on air quality and the four AQMAs the project falls within, largely from the potential reduction in idling and start-up emission from the significant congestion that should be relieved by this project.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Potential minor positive effect is expected on minimising GHG emission, largely from the potential reduction in idling and start-up emission from the significant congestion that should be relieved by this project; and reduce Cambridgeshire's contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on reducing vulnerability to climate change by minimising the risk of flooding and other climate hazards, therefore a neutral impact has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	++	By improving the roundabout, the use and lifespan of the infrastructure is expected to be maximised, therefore a moderate positive effect has been identified.

Summary:

By improving the A1 Buckden Roundabout which is currently heavily congested, overall accessibility will be improved by smoother traffic flow, supporting local businesses; emissions from idling and engine start-up will also be reduced contributing to the environment and human health. There is unlikely to be negative effects, however, this will depend on the scale and design of the designed works.

Table 56: St Neots Northern Link to Little Paxton

Intervention name	St Neots Northern Link to Little Paxton
Further Information	New highway link between the St Neots Northern Link to Little Paxton.
Local Authority	Huntingdonshire
Current status	Pre-feasibility
Location	St Neots to Little Paxton
Baseline	• SSSIs and LNR • Agricultural Land Grade 1 and 2 • Flood Zone 1, 2 and 3 • St Neots AQMA

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	The new highway may lead to an increase in the number of vehicles in the area which has the potential to reduce air quality and therefore negatively affect the health of the local population. However, by providing an additional link, congestion may be reduced on the wider road network which could result in health benefits through improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	The project has the potential to make the wider road network safer by reducing congestion. However, if there is an increase in vehicle number as a result of the new highway link, the likelihood of accidents will be increased.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	The new highway is likely to increase accessibility and reduce journey times between St Neots and Little Paxton therefore opening up opportunities for employment and recreation for residents.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The additional link between these two areas may result in benefits for the local economy as both will be more accessible for employment and business opportunities.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	- / +	The new highway link may help to reduce traffic congestion on the wider road network roads. However, it could the new road could become congestion if more vehicles are attracted.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - -	Given the exact location of the new highway link is yet to be determined, effects on biodiversity are uncertain. However, there is potential for negative effects due to the land-take which is likely to be required. There are a number of SSSIs and an LNR around the St Neots and Little Paxton area which could be affected by the new road link.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	The historic environment has the potential to be affected as a result of the new highway. However, as the exact location of the road is yet to be determined, effects are uncertain.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	The project has the potential for negative effects given the new highway is likely to affect the character of the landscape. Effects will be dependent on the location of the highway, project design and mitigation measures.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	The project is likely to require land-take for the new highway link. There is agricultural land of Grade 1 and 2 between St Neots and Little Paxton which may lost, however effects are uncertain given the location is yet to be determined.
10. Protect and enhance the quality of the water environment	? / -	There is potential for negative effects on the water environment as the project is likely to increase the impermeable layer therefore resulting in a potential for contaminated runoff. The River Great Ouse also runs through St Neots and Little Paxton, and the River Kym through Little Paxton. However, effects on the water environment will be dependent on mitigation measures included as part of the project.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	As the project is likely to increase the impermeable layer, there is potential for it in to contribute to the risk of flooding. The project is location is unknown, however there are areas of Flood Zone 2 and 3 in St Neots and Little Paxton, particularly around the rivers, and therefore the project could be at risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	The project has the potential to reduce congestion on the wider road network which will therefore result in air quality improvements. There is an AQMQ located in St Neots which could be positively affected if traffic is distributed. However, if the new road results in an increase in vehicle numbers, air quality may be reduced.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	The project may reduce congestion and therefore reduce GHG emissions, however if there is an increase in the number of vehicles there may be an increase in GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	- / +	The new highway link is likely to maximise the use of the wider road network by making it more efficient. However, it does require the construction of new infrastructure therefore a mixed effect has been identified.

Summary:

The new highway link will likely increase accessibility between St Neots and Little Paxton. This has the potential to relieve congestion on the wider road network, however it may also lead to an increase in vehicle numbers. As a result, mixed effects have been identified for air quality and GHG emissions, health and the safety of the road network. Given that the location of the new highway is yet to be determined, effects on biodiversity, soils, the historic environment, landscape and townscape, flooding and the water environmental are uncertain. However, there is potential for the project to result in negative effects.

H.5 Projects in Fenland

Table 58: Wisbech Garden Town Feasibility Studies

Intervention name	Wisbech Garden Town Feasibility Studies
Further Information	Under plans set out in the Wisbech2020 initiative, Fenland District Council and Cambridgeshire County Council are developing the Garden Town to reduce population pressure on Cambridge. In June 2017, the Cambridgeshire and Peterborough Combined Authority provided funding for feasibility studies: Connectivity Study, Flood Modelling, and Rail Study. This Garden Town is seen as having the potential to bring 10,000-12,000 new homes into the area. This would be together with better transport links, more jobs and improved health, education and skills training for local people. It is hoped that the high levels of deprivation in the area will be reversed through housing growth and a better economy. The Garden Town looks to extend Wisbech rather than creating an entirely new city from scratch. This would involve additional building around areas that are already earmarked for development under the Fenland Local Plan. As part of the Garden Town there will be improved rail and road transport links (such as a Wisbech-Cambridge rail link and A47 improvements)
Local Authority	Fenland
Current status	Feasibility studies
Location	Wisbech
Baseline	• Wisbech Garden Town (East) – 2 Listed Buildings nearby; potential for negative effects – Flood Zone 2; benefits from Flood Defences – Wisbech AQMA No. 1 SO2 – Agricultural Land Grades 1 and 2 • Wisbech Garden Town (South) – River Nene; low potential for negative effects – Flood Zone 2-3 – Agricultural Land Grades 1 and 2 • Wisbech Garden Town (West) – 7 Listed Buildings – 1 Schedule Monument nearby; potential for negative effects – River Nene; low potential for negative effects – Flood Zones 2 and 3 – Wisbech AQMA No. 1 SO2 – Agricultural Land Grade 1

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	The project aims to reduce the high levels of deprivation in the area through housing growth and a better economy. Improved transport links and access to improved health, education and skills training will have positive effects for health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	A Rail Feasibility Study and Connectivity Study are part of this project. Wisbech currently suffers from an infrastructure deficit for both road and rail links to the regional and national network and the town and community suffer as a result. By exploring the possibilities of rail and connectivity within Wisbech Garden Town it could help to improve the health and safety of the transport network. This would also have a positive effect by reducing the number of accidents and other incidents currently experienced on the roads. An overall minor positive effect was identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	A Rail Feasibility Study and Connectivity Study are part of this project. Wisbech currently suffers from an infrastructure deficit for both road and rail links to the regional and national network and the town and community suffer as a result. By exploring the possibilities of rail and connectivity within Wisbech Garden Town and the wider area it could help improve connectivity to key services, employment and recreational areas for the wider community. An overall major positive effect was identified
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	A Rail Feasibility Study and Connectivity Study are part of this project. Wisbech currently suffers from an infrastructure deficit for both road and rail links to the regional and national network and the town and community suffer as a result. By exploring the possibilities of rail and connectivity within Wisbech Garden Town it could help to improve the reliability and efficiency of the town and the transport network in and out. This would have a moderate positive effect on supporting and contributing to local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	The Rail Feasibility study could have the potential to improve the rail network to allow the reduction in road traffic, especially within Wisbech Garden Town centre. This have a positive impact on the reliability and efficiency of public transport. Overall, a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	No designated sites are affected by the feasibility studies, however impacts from improving connectivity and rail such as permanent land-take could have a negative impact on biodiversity. Therefore, an overall minor negative effect is anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- / - -	There are listed buildings within Wisbech Garden Town East and West and one schedule monument. A Rail Feasibility Study and Connectivity Study could result in negative effects on the historic environment. Where the railways need to expand could result in negative impacts to buried archaeology. In addition, Wisbech is home to the most concentrated areas in eastern region of historic buildings, streets and spaces, after Cambridge. Conservation and protection of these historic assets is a high priority of Theme 3 of the 2020 Vision. Therefore, any impacts on the historic assets of the town could have a minor to moderate negative effect, dependent on their location.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- / - -	There are multiple conservation areas with close proximity of the town which if the feasibility studies conclude updated infrastructure is required could negatively impact these conservation areas. Conservation and protection of the historic assets is a high priority of Theme 3 of the 2020 Vision. Therefore, any impacts on the historic assets of the town could have a minor to moderate negative effect, dependent on their location.

SEA Objectives	Project Assessment	Summary of Effects
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	Wisbech is located within prime agricultural land. Wisbech Garden Town is located around Grades 1-2 agricultural land. Any infrastructure developments suggested by the feasibility studies could negatively impact upon this prime agricultural land. Therefore, an overall negative effect has been identified.
10. Protect and enhance the quality of the water environment	++	A Flood Modelling feasibility study makes up part of this project. This would have moderate positive effects on the quality of the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+++	A Flood Modelling feasibility study makes up part of this project. This would have moderate positive effects on the transport infrastructure as location/duration and likelihood of flooding could be factored into the rail and connectivity feasibility study to better improve and protect the transport infrastructure for flooding. Currently the town is located within Flood Zones 2 and 3 and the east of the town benefits from flood defences also.
12. Protect and improve local air quality, particularly in the AQMAs	+	There is an AQMA No 1 SO2 within Wisbech Garden Town, by improving the rail and connectivity this could have potential improvements to the air quality of the area by improving the connectivity and reducing the total number of cars within the town centre. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+ / ++	Improving the rail network and transport network in general will help reduce any congestion experienced in the town centre, as well as reduce the number of cars on the roads. This will all positively impact the reduction in GHG emissions. Therefore, a minor to moderate positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+++	The Flood Modelling feasibility study will have a major positive effect with regard to minimising the risk of flooding to infrastructure and development. Conclusions of the study will indicate the best locations for infrastructure and developments to reduce the likelihood of being affected by flooding.
15. Maximising the use and lifespan of existing transport infrastructure	++	These feasibility studies will help to show where the current transport infrastructure is lacking and needs improving. This will help to maximise the use and lifespan of the infrastructure, allowing only required improvements to occur. A moderate positive effect has been identified.

Summary:

This project aims to complete a Connectivity, Flood Modelling and Rail Feasibility Studies. These studies will help to inform where the infrastructure needs updating or redesigning to become more efficient and effective. This project is expected to have positive effects for the flood risk, and overall connectivity of the transport network as well as improving the reliability and efficiency. There could be potential negative impacts associated with biodiversity and habitats, permanent land-take of prime agricultural land and the protection and conservation of heritage assets and conservation areas.

Table 59: March Area Transport Study

Intervention name	March Area Transport Study
Further Information	A study to identify transportation challenges and opportunities to improve traffic flow and public transport solutions for congestion reduction, improved safety and parking in and around March.
Local Authority	Fenland
Current status	
Location	Area of March Town Centre with spoke road networks south (but not as far south as Chatteris) and north (but not as far as Wisbech)
Baseline	• Nene Washes Ramsar, SAC, SPA and SSSI to the north could impact upon • March Conservation Area and potentially Doddington Conservation Area • Approx. 80 listed buildings (mainly within March town centre): Grades I, II and II* • Two Scheduled monuments 'Moated Bishops' Palace at Manor Farm' and 'The March Sconce: a Civil War fieldwork, 250m south west of Eastwood Burial Ground' • Agricultural Land urban and non-agricultural for area of March, surrounding areas are Grade 1, 2 and 3 • Flood Zones 2 and 3 in area surrounding March town centre • River Nene Old Course through March town centre, Twenty Foot River and River Nene

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	The project aims to reduce the high levels of deprivation in the area through congestion reduction and improved safety. Improved transport links and access to improved health, education and skills training will have positive effects for health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	A study to identify transportation challenges and opportunities are part of this project. March currently suffers from an infrastructure deficit traffic flow and public transport for the town centre, and the town and community suffer as a result. By exploring the possibilities of transportation and connectivity within March town centre it could help to improve the health and safety of the transport network. This would also have a positive effect by reducing the number of accidents and other incidents currently experienced on the roads. An overall minor positive effect was identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	Identifying the challenges and opportunities to reduce congestion, improve traffic flow for private and public transport and improve parking in and around the town centre will improve connectivity of the transport links and providing access to key services, employment and recreational areas for the wider community. An overall major positive effect was identified
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	A study to identify transportation challenges and opportunities are part of this project. March currently suffers from an infrastructure deficit for private and public transport for the town centre and the town and community suffer as a result. By exploring the possibilities of improved traffic flow in the town centre could help to improve the reliability and efficiency of the town and the transport network in and out. This would have a moderate positive effect on supporting and contributing to local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+ / ++	This project would help to reduce congestion in the town centre by easing traffic flow. This will make public transport more efficient and reliable also. However, there is the risk that improving the road for all traffic in the town centre, could see an increase in private car users. Therefore, a minor to moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	There is the Nene Washes Ramsar, SAC, SPA and SSSI to the north of the study area which could experience negative impacts. Therefore, an overall minor negative effect is anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / - -	There are multiple Grades I, II and II* listed buildings within the town centre; two scheduled monuments within 100m of the scheme and the scheme could impact negatively on the March Conservation Area and potentially Doddington Conservation Area. Therefore, any impacts on the historic assets of the town could have a minor to moderate negative effect, dependent on their location.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	Increasing the capacity of the road network in March town centre reduce congestion which may have positive effects on the setting of the landscape. The addition of new infrastructure is required (for example, additional lanes) this will alter the landscape, however, given that there is an existing busy road effects are considered minor. If boundary trees used for screening are removed this may have a bigger effect on the character of the landscape
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	March is surrounded by Grades 2 and 3 agricultural land. Any infrastructure developments suggested by the project could negatively impact upon this prime agricultural land.
10. Protect and enhance the quality of the water environment	? / -	These enhancements are most likely going to increase the impermeable surface area which could lead to an increased risk of contaminated run-off. It is anticipated that the current road network drainage will require updating which, although minor, could have a positive impact on the quality of the water environment through the implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is surrounded by Flood Zones 2 and 3. Therefore, given the project would increase the impermeable surface area to allow for better traffic flow, improved drainage on the current infrastructure combined with the fact that the project is on the periphery of a Flood Zone, could result in increased flood risk, therefore a minor negative effect has been identified. Appropriate drainage will need to be considered.
12. Protect and improve local air quality, particularly in the AQMAs	+	There is no AQMA for the project area. However, by improving the town centre traffic flow this could have potential improvements to the air quality of the area by improving the connectivity and reducing the total number of cars within the town centre. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+ / ++	Improving the road network and public transport network in general will help reduce any congestion experienced in the town centre, as well as reduce the number of cars on the roads. This will all positively impact the reduction in GHG emissions. Therefore, a minor to moderate positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is located close to an area identified as being at risk from flooding. Therefore, increasing the impermeable surface area through road network improvements could increase the risk of flooding. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects

SEA Objectives	Project Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	++	The study to identify transportation challenges and opportunities experienced in the town centre will help to show where the current transport infrastructure is lacking and needs improving. This will help to maximise the use and lifespan of the infrastructure, allowing only required improvements to occur. A moderate positive effect has been identified.

Summary:

This project aims to complete a study to identify transportation challenges and opportunities to improve traffic flow and public transport solutions for congestion reduction, improved safety and parking in and around March. The congestion reduction, improved safety and traffic flow will have the positive effect of reducing private car use, which also allows for positive impacts on the local air quality, minimising GHG emissions and health of the population, improving the health, safety and longevity of the transport system and reducing road traffic allowing for increased reliability of the public transport network and for greater efficiency and reliability of the transport network as a whole. Minor negatives of this scheme are with regard to flooding, townscape, biodiversity and protection of soils. The only potential moderate negative impact will be on the historic environment.

Control Information

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CPCA Local Transport and Connectivity Plan – Policy Review

Introduction

Figure 1 indicates the policy layers across which policies directly impact or indirectly influence the CPCA's Local Transport and Connectivity Plan (LTCP).

Figure 1: Policy Layers

The following policy documents following this structure, have been reviewed and summarised within this document:

National policies

- Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities 2022)
- Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)
- Bus Back Better (Department for Transport, 2021)
- Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)
- Gear Change (Department for Transport, 2020)
- National Highways Strategic Business Plan 2020 – 2025 (2020)
- Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020)
- Rail Network Enhancements Pipeline Autumn 2019 Schemes Update (Department for Transport, 2019)
- Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)
- Public Health England Strategy 2020-25 (2019)
- Clean Air Strategy (DEFRA, 2019)
- A Green Future: Our 25 Year Plan to Improve the Environment (Department for Environment, Food and Rural Affairs, 2018)
- Network Rail Strategic Business Plan 2019 – 2024 (2018)
- Transport Investment Strategy (Department for Transport, 2017)

Sub-national

The following sub-national policy documents have been reviewed:

- England's Economic Heartland Transport Strategy (2021)

Cambridgeshire & Peterborough Combined Authority

The following CPCA-derived policy documents have been reviewed:

- Annual Report & Business Plan 2021/22 (2021)
- Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)
- Independent Commission on Climate (2021)
- Growth Ambition Statement (2021)
- Cambridgeshire and Peterborough Local Industrial Strategy (2019)
- Skills Strategy Framework (2019)
- Independent Economic Review (2018)
- Non-Statutory Spatial Framework Phase 1 to 2050 (2018)
- Economy: Housing Strategy (2018)
- Economy: Business and Tourism (2018)
- Economy: Resilience (2018)
- Environment: Environmental Strategy (2018)
- Cambridgeshire and Peterborough Devolution Deal (2017)

Local

- Huntingdonshire: Local Plan (2019)
- Peterborough: Local Plan (2019)
- Cambridge City Council: Local Plan (2018)
- South Cambridgeshire: Local Plan (2018)
- Cambridgeshire County Council: East Cambridgeshire Transport Strategy (2016)
- East Cambridgeshire District Council: Local Plan (2015)
- Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)
- Fenland: Local Plan (2014)

Key themes

The LTCP is comprised of a total of 11 key themes of which provide alignment for its goals and objectives. These themes will be utilised to undertake an assessment of wider policies. These themes, alongside their objective statements are indicated below:

Housing

- Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues

Employment

- Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity

Business & Tourism

- Ensure all our region's businesses and tourist attractions are connected sustainably to our transport hubs, ports, and airports

Resilience

- Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

Accessibility

- Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all

Digital

- Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the region

Health & Wellbeing

- Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles

Air Quality

- Ensure transport initiatives improve air quality across the region to exceed good practice standards

Safety

- Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries

Environment

- Deliver a transport network that protects and enhances our natural, historic, and built environments

Climate change

- Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

Policy review

Table 1: Policy Review

Policy	Relationship	Notes
National		
Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)	Transport	Sets out central government ambitions specific to transport that the LTCP will need to address
Bus Back Better (Department for Transport, 2021)		
Gear Change (Department for Transport, 2020)		
Transport Investment Strategy (Department for Transport, 2017)		
Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020)		
Rail Network Enhancements Pipeline Autumn 2019 Schemes Update (Department for Transport, 2019)		
Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities, 2022)	Wider	Sets out central government ambitions – LTCP will need to be developed with this in mind
Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)		
Public Health England Strategy 2020-25		
Clean Air Strategy (DEFRA, 2019)		
A Green Future: Our 25 Year Plan to Improve the Environment (DEFRA, 2018)		
Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)		
Network Rail Strategic Business Plan 2019 – 2024 (2018)		
National Highways Strategic Business Plan 2020-2025 (2020)		
Subnational		
England's Economic Heartland Regional Transport Strategy (2021)	Transport	Sets out regional STB ambitions specific to transport that the LTCP should address
Cambridgeshire & Peterborough Combined Authority		
Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)	Transport	Directly related to CPCA, with principles and objectives **directly** specific to transport which will necessitate LTCP alignment
Annual Report & Business Plan 2021/22	Wider	
CPIER (Cambridge & Peterborough Independent Economic Review (Sept 2018)		

Cambridgeshire and Peterborough (Non-Statutory) Spatial Framework Phase 1 (until 2050)		Directly related to CPCA, with principles and objectives **indirectly** specific to transport which recommends LTCP alignment
Cambridgeshire and Peterborough Local Industrial Strategy (July 2019)		
Economy: Housing Strategy		
Economy: Business and Tourism		
Economy: Resilience		
Environment: Environmental Strategy		
Independent Commission on Climate (Oct 2021)		
Growth Ambition Statement		
Cambridgeshire and Peterborough Devolution Deal		
Skills Strategy Framework		
Local		
Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)	Transport	Key constituent spatial areas of the CPCA, of which its principles and objectives are **directly** specific to transport which will necessitate LTCP alignment
Cambridgeshire County Council: East Cambridgeshire Transport Strategy (2016)		
Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)		
Cambridge City Council: Local Plan (2018)	Wider	Key constituent spatial areas of the CPCA, of which its principles and objectives are **indirectly** specific to transport which recommends LTCP alignment
East Cambridgeshire District Council: Local Plan (2015)		
Fenland: Local Plan (2014)		
Huntingdonshire: Local Plan (2019)		
Peterborough: Local Plan (2019)		
South Cambridgeshire: Local Plan (2018)		

Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities, 2022)

Link to document

https://www.gov.uk/government/publications/levelling-up-the-united-kingdom

Key themes

The Levelling Up White Paper, titled *Levelling Up the United Kingdom*, was published in February 2022.
The paper presents an examination of a range of socio-economic indicators which are used to evidence the narrative that "*not everyone shares equally in the UK's success*". It sets out the Government's strategy for addressing inequalities through a range of policy interventions which target various indicators of inequality.
The paper declares Levelling Up as a mission to challenge and change this unfairness and inequality of opportunity by creating a platform from which "*people everywhere live longer and more fulfilling lives, and benefit from sustained rises in living standards and well-being*".

The White Paper defines 12 focus areas and associated "missions", each with an objective to guide policy across Government over the coming decades. The 12 focus areas or "Missions" are:

- Living Standards
- Research & Development
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health
- Well-being
- Pride in Pace
- Housing
- Crime
- Local Leadership

Transport

- The role of connectivity of people and firms is recognised within a framework of six "capitals", with connectivity within the "Physical Capital"
- A focus area for transport infrastructure is identified with the following "Mission":
  - "By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing."
- Only one or two references to Sub-national Transport Bodies and no proposals either to bolster their role or subsume their role into Mayoral Combined Authorities. Additional in-year resource funding (not referenced in White Paper) and mention of capacity and capability building suggests STBs role continues as is, but perhaps not going to be seen as the bodies to take schemes through to sponsorship / business case, beyond those already in the offing.

Funding

- No major changes in policy or funding for transport. Reannouncements of existing policy / funding: **City Region Sustainable Transport Settlements** (£5.7bn in five-year settlements to eight of the largest conurbations outside of London for infrastructure, services and integrated ticketing), **Bus Back Better** (£3bn – subsidy, smaller scale infrastructure, and zero emission vehicles), and **Gear Change** (£2bn for active travel). Confirmation that only **Mayoral Combined Authorities will get multi-year funding settlements** or be a priority for rail partnerships with Great British Railways.
- However, the **UK Shared Prosperity Fund** is further trailed with £2.6bn a year – similar amount to the now defunct Local Growth Fund. *"Local leaders will be empowered to direct funding towards their own, locally identified priorities, whether that be promoting new outdoor markets, reducing litter, graffiti and anti-social behaviour, reviving high streets, supporting local businesses or introducing skills provision to match local labour market need and support those furthest from the labour market".*
- Further rounds of **Levelling up Fund** identified.
- Opportunities to negotiate further **"Deals"** (e.g. City Deals, Devolution Deals, County Deals).

- There is a commitment to **streamline local government funding** this year – less ringfencing, less bidding etc. Could be downside for us if there is less bidding or less for transport but could mean upside for assurance and ex-post evaluation (especially following-on from recent National Audit Office findings).

Devolution
"Devolution" is still current, and the White Paper contains a "Devolution Framework" – government wants to do "Deals" with (1) elected leaders who preside over sensible geographies, that represent a coherent Functional Economic Area – promotion of Mayoral Combined Authorities; (2) counties and unitary authorities through their systems of a leader and cabinet if their population is over 500,000; and (3) groups of authorities with streamlined decision making. The latter getting the lowest levels of power or funding devolved. *"Those authorities with stronger decision-making structures will secure greater powers".*

Other
Moving the civil service away from London, but no pipeline for Cambridgeshire and Peterborough.

Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)
Link to document
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf
Key themes

Sets the agenda for how the transport sector will meet the legally binding target for 'Net Zero' Carbon emissions by 2050. This document established the need to accelerate the rate of decarbonisation in the sector to meet this target.

Key Principles

1. Major emphasis on the **modal shift** to public and active transport – increase walking and cycling
2. Decarbonising Road Transport vehicles and ensuring infrastructure will not be a barrier to this – zero emission buses and coaches, car fleets
3. Decarbonising goods delivery – including 'last mile delivery' – freight and logistics sector
4. UK as a hub for green transport technology and innovation – low carbon fuels, hydrogen – focusing R&D investment
5. Place-based solutions – to drive decarbonisation at a local level
    - Local transport infrastructure funding reform
    - £12 billion invested into local transport systems
    - Local Authority toolkit of guidance and information to be published later this year (including changing behaviours, reducing the need to travel, charging schemes e.g., emission zones, decarbonising the vehicle fleet)
    - **To encourage decarbonisation and transport improvements at a local level, quantifiable carbon reductions will become a fundamental part of local transport planning and funding – in line with Carbon budgets and net zero**
    - Reformed planning system - embed transport decarbonisation principles in spatial planning and across transport policymaking
    - at least one zero emission transport city and four industrial areas 'SuperPlaces'
6. Reducing carbon in a global economy – aviation will meet net zero by 2040 and UK shipping by 2050

Bus Back Better (Department for Transport, 2021)

Link to Document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf

Key themes

This strategy expands on the plans for new bus investment announced in February 2020. At its core is a new £3bn fund for bus investments to be distributed to Local Transport Authorities (LTAs) across the country. The strategy document also positions the Government's stance on how bus can benefit from new Bus Services Act 2017 powers; specifically, Enhanced Partnership schemes and franchising.

Outcomes

In terms of patronage, the document emphasises that it first wants to see a return to pre-COVID levels before looking to 'raise buses' mode share'. It then sets out how it will do this in terms of making bus relatively more attractive compared to car:

- Implement daily price capping everywhere – in rural areas as well as in towns and cities – and multi-operator ticketing as standard, with an ambition to see integrated multimodal ticketing systems in more areas
- Reallocate capacity from overcrowded urban bus corridors so that more evening and weekend services can be provided, as well as 'turn up and go' service frequencies in major urban centres
- Every LTA is expected to draft 'ambitious bus priority schemes or face ineligibility for the £3bn levelling-up fund in 2022
- The introduction of 4,000 new zero emission buses comprising around 10% of the current fleet nationwide
- Improve bus information provision by ensuring common route numbering systems (not differentiated by operator), adopting 'local branding thar reflects the community and not the operator', and investing in marketing including introductory offers for non-users

Regulation - two primary regulatory arrangements for bus over the next several years:

1. Enhanced Partnerships and franchising. It notes that franchising powers are automatically available to Mayoral Combined Authorities (such as the West Midlands) but require Secretary of State approval elsewhere.
2. From 1 July 2021, any LTAs and/or operators that haven't committed to establishing Enhanced Partnerships will cease to receive the COVID-19 Bus Services Support Grant and will not be eligible for the £3bn discretionary bus fund. This includes areas such as the West Midlands where franchising may be a preferred option as Enhanced Partnerships are expected to be implemented until the franchising process is finalised.

These rules may be disapplied by the Secretary of State on a case-by-case basis where the operator/LTA can prove that exceptional circumstances have prohibited them from meeting the requirements.

On top of this, the document outlines planned tweaks and changes to other bus-related regulations:

- Giving LTAs 'new powers to enforce traffic regulations' to promote bus priority
- The upcoming Future of Transport Regulatory review, which aims to update the legislative framework to account for new technologies like automated vehicles and ridesharing apps
- Mandating the provision of audio-visual information, including stop announcements, on all buses by summer 2022
- Reviewing accessibility regulations so that they 'are based on an up-to-date understanding of passenger need'

Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)
Link to document
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf
Key themes
A zero-emission vehicle mandate to improve consumer choice and maximise the economic benefit from this transition by giving a clear signal to investors to deliver the 2030 commitment to end the sale of new petrol and diesel cars, and 2035 commitment that all cars must be fully zero emissions capable. Objectives • Further funding of £620 million for zero emission vehicle grants and EV Infrastructure • Allocating a further £350 million of £1 billion Automotive Transformation Fund (ATF) to support the electrification of UK vehicles and their supply chains. • Building on the success of £20 million zero emission road freight trials, trial three zero emission HGV technologies at scale on UK roads • £2 billion investment which will help enable half of journeys in towns and cities to be cycled or walked by 2030 • £3 billion to create integrated bus networks, more frequent services, and bus lanes to speed journeys • Transformation of local transport systems, with 4,000 new zero emission buses and the infrastructure to support them, and a net zero rail network by 2050, with the ambition to remove all diesel-only trains by 2040 • Extend the Clean Maritime Demonstration Competition to a multi-year programme, delivering real-world demonstrations and technology trials of clean maritime vessels and infrastructure to decarbonise the maritime sector. This is part of the commitment to a UK Shipping Office for Reducing Emissions. • Significant investment in rail electrification and city rapid transit systems. • Become a world-leader in zero emission flight and kick-starting the commercialisation of the UK sustainable aviation fuel so people can fly and connect without guilt.

Gear Change (Department for Transport, 2020)
Link to document
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf
Key themes
Published in the midst and context of the Covid-19 crisis, this document sets out that new design guidance will set higher quality and safer requirements (including Local Transport Note (LTN) 1/20) for new walking and cycling schemes which must be met as a pre-requisite for funding. The document sets out the ambition for England to be "*a great walking and cycling nation*". A new inspectorate and funding body, expected to be set up in 2021 and which will be led by a National Cycling and Walking Commissioner (yet to be determined), will enforce these new standards. The Department for Transport (DfT) will work with the Ministry of Housing, Communities and Local Government and the Local Government Association to place cycling and walking provision at the heart of local plan-making and decision-taking for new developments. Actions include better integration of the rail and bus network with cycles, through additional and more secure cycle parking, as well as more space on-board for cycles. There will be encouragement of freight to be transported by cargo cycles and a national scheme to support greater use of e-bikes will be established.

National Highways Strategic Business Plan 2020 - 2025 (2020)
Link to document
https://nationalhighways.co.uk/media/3i5c454q/strategic-business-plan-2020-25.pdf
Key themes
The document responds to Government's Road Investment Strategy, providing high-level direction for all parts of Highways England: safer, more reliable, and greener strategic road network, that uses technology, supports the economy, and is integrated into the wider transport network. Objectives • Improving safety for all • Fast and reliable journeys • Well-maintained resilient network • Delivering better environmental outcomes • Meeting the needs of all users • Achieving efficient delivery This document additionally presents schemes outlined by the Road Investment Strategy 2. These are categorised and presented within this review, under Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020).

Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951100/road-investment-strategy-2-2020-2025.pdf

Key themes

The second Road Investment Strategy (RIS2) sets a long-term strategic vision for the strategic road network, alongside performance standards which Highways England must meet, planned enhancement schemes expected to be built and funding to be made available during the second Road Period (RP2). This covers the financial years 2020/21 to 2024/25.

The strategy details projects across England categorised as either:

- RIS1 (Open for traffic)
- Under construction
- Committed for RP2
- Smart motorways subject to stocktake
- Part of the RIS3 pipeline

There are a range of projects within the CPCA spatial area across a number of categories, including junction improvements, lane dualling and widening, and introduction of smart motorways.

Committed for RP2

- **A428 Black Cat to Caxton Gibbet –** dualling of remaining single carriageway section between Cambridge and the M1, including three grade separated junctions: one at the junction of the A1 and A421 (Black Cat); a second at Cambridge Road / B1428 east of St Neots; and a third at the junction of the A428 / A1198 at Caxton Gibbet. The Black Cat interchange will provide free-flowing movements for traffic on the A1 and the A421 / A428.
- **A47 Wansford to Sutton -** dualling of the A47 between the A1 and the dual carriageway section west of Peterborough.
- **A47 Guyhirn Junction –** creation of a new, larger junction linking the A47 and A141.

Complete / Under construction

- **A14 Cambridge to Huntingdon –** a major upgrade to the A14 between the A1 and north Cambridge, widening the road to three lanes, providing a new bypass around Huntingdon, creating distributor roads for local traffic and remodelling key junctions along the route.

Pipeline schemes for RIS3

- A47/A1101 Elm Road Junction
- M11 Junction 13 Cambridge West
- A11 Fiveways Junction (4km west of Cambridgeshire boundary into Suffolk)

Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)

Link to document

https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/#:~:text=The%20report's%20key%20findings%20are,the%20UK%20as%20a%20whole.

Key themes

The UK should set and vigorously pursue an ambitious target to reduce greenhouse gas emissions (GHGs) to 'net-zero' by 2050, ending the UK's contribution to global warming within 30 years, as per the net-zero GHG target for 2050 made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990.

Strategies

- Reduce emissions via travel choices – cycling, walking, public transport, electric vehicle purchases, minimise flying
- Extensive electrification - particularly of transport and heating, supported by a major expansion of renewable and other low-carbon power generation.
- Developing the infrastructure - reaching net-zero emissions will require development or enhancement of shared infrastructure such as electricity networks, hydrogen production and distribution and CO2 transport and storage.
- Surface transport - all cars and vans to be electric by 2050, and for most HGVs to be either electric or hydrogen powered.
- Electric vehicles - switch the entire fleet of light-duty vehicles to ultra-low emission vehicles (ULEVs) by 2050 means that by 2035, at the very latest, all sales of new cars and vans will need to be ULEVs.

Household transport emissions need to be close to zero in 2050:

- Switching to electric vehicles is essential - falling in price, the range of new electric vehicles will continue to increase as battery costs fall, ensuring more households can find a solution that suits their needs.
- Shifting to more sustainable modes of transport could be a cost-effective alternative to private car ownership, depending on location. This could mean more walking and cycling (which would also provide health benefits by increasing the amount of physical activity people do) or low-carbon public transport (electric buses and trains) for longer journeys.

Transport sector

- Trials of zero-emission HGVs and associated refuelling infrastructure to develop an evidence base. Vehicle and fuel taxation from the 2020s onwards should be designed to incentivise commercial operators to purchase and operate zero emission HGVs.
- The Government must encourage walking, cycling and the use of public transport in preference to car usage through provision of infrastructure for safe and practical cycling, to exploit opportunities for emissions reductions in the nearer term, as well as achieving health co-benefits from active travel and improved air quality.
- Improve the logistical efficiency of HGVs, including increased roll-out of urban consolidation centres to minimise journeys into busy urban centres and adjusting delivery times to ensure HGVs can avoid congestion.
- Rail electrification should be planned on a rolling basis to keep costs low, and trials of hydrogen trains on UK rail should be supported where necessary.

Rail Network Enhancements Pipeline Autumn 2019 Schemes Update (Department for Transport, 2019)
Link to document
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953967/rail-network-enhancements-pipeline-document.pdf
Key themes
The Rail Network Enhancement Pipeline (RNEP) sets out the approach applied to all rail enhancements within England and Wales which are receipt of funding from the Department of Transport. Enhancements are typically realised through changes to train services, introduction of improved trains, or revised timetables. These schemes must progress through the RNEP decision gateways before moving into delivery. Schemes are categorised as either: • With a Decision to Initiate • With a Decision to Develop • With a Decision to Design There are a range of projects within the CPCA spatial area, across a number of categories including new stations, capacity improvements and signalling improvements. Decision to Develop: • **Cambridge South –** to deliver a new station and associated infrastructure in the Cambridge South area. • **Ely Area Capacity Enhancement** – to increase capacity through the Ely area for freight and passenger services. • **East Coast Digital Programme –** Digital signalling on the East Coast Mainline to increase capacity and improve performance. • **Haughley Junction** – Scheme in Suffolk (to the north of Stowmarket) to increase junction capacity to allow more trains, particularly freight trains to operate on the Felixstowe to Nuneaton line which passes through the Cambridgeshire and Peterborough area, as well as improving journey times and resilience

Public Health England Strategy 2020-25 (2019)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/831562/PHE_Strategy_2020-25.pdf

Key themes

Outlines priorities to protect people and help people to live longer in good health. Aims to keep people safe, prevent poor health, narrow the health gap, and support a strong economy.

Challenges we face:

- Reversing trends in life expectancy and poor health
- Addressing unhealthy behaviours
- Persistent and growing inequalities
- Health protection threats
- Tackling infectious diseases

Key priorities:

- Promote a healthier nation e.g., cleaner air
- Work towards a fairer society
- Enhance ability to keep the public safe
- Strengthen the public health system

Opportunities:

- Optimise behavioural science
- Realising the potential of new technologies
- Harnessing progress in science and research
- Supporting our system partners
- Creating healthy communities

Shaping policy and practice:

- Guidance on how best to use policies at their disposal to improve health outcomes
- Support local authorities to invest effectively in public health services and create physical, social, and economic environments that promote and facilitate good health
- Conducting evaluations of programmes and interventions to identify examples of best practice and sharing insights across global, national, and local networks

Clean Air Strategy (Department for Environment, Food and Rural Affairs, 2019)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

Key themes

Sets out the comprehensive action that is required from across all parts of government and society to tackle air pollution and control major sources of air pollution, in line with the risk they pose to public health and the environment, plus act in areas with an air pollution problem.

Transport objectives

- Reduce emissions of nitrogen oxides in the areas where concentrations of these harmful gases currently exceed legal limits. Committed to tackle poor air quality through cleaner road transport and all forms of transport.
- End the sale of new conventional petrol and diesel cars and vans by 2040 - UK to be positioned as the best place in the world to develop, manufacture and use zero exhaust emissions vehicles. Ensure that the cleanest conventional vehicles are driven on our roads during the transition.
- Strategy for the future of the UK Aviation sector, Aviation 2050.
- Strategy shaping up the future of the maritime sector, Maritime 2050
- New legislation to enable the Transport Secretary to compel manufacturers to recall vehicles and non-road mobile machinery for any failures in their emissions control system, and to take effective action against tampering with vehicle emissions control systems.
- Work with international partners to research and develop new standards for tyres and brakes to address toxic non-exhaust particulate emissions
- Reduce emissions from rail and reduce passenger and worker exposure to air pollution.
- Guidelines to advise ports on how to develop effective and targeted Air Quality Strategies. The strategies will set out plans to reduce emissions across the ports and associated waterways, including both emissions from shore activities and visiting ships.
- We are taking action to encourage the use of the cleanest modes of transport for freight and passengers, including active travel.
- Work with the Treasury to review current uses of red diesel and ensure its lower cost is not discouraging the transition to cleaner alternatives.
- Explore permitting approaches to reduce emissions from non-road mobile machinery, particularly in urban areas.

A Green Future: Our 25 Year Plan to Improve the Environment (Department for Environment, Food and Rural Affairs, 2018)
Link to document
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Key themes

Sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

- Delivering a Green Brexit – to reform our agriculture and fisheries management, how we restore nature, and how we care for our land, our rivers, and our seas.
- Problems of waste and soil degradation
- Improve social justice - tackling the adverse impact of pollution on those living in less favourable areas, and by opening the mental and physical health benefits of the natural world to people from the widest possible range of ages and backgrounds
- Effects of climate change – risk to the environment because of higher land and sea temperatures, rising sea levels, extreme weather patterns and ocean acidification, which harms marine species
- Protecting and improving the environment both at home and abroad - show leadership on conservation, climate change, land use, sustainable global food supplies and marine health.
- Champion sustainable development, lead in environmental science, innovate to achieve clean growth, and increase resource efficiency to provide benefits to both our environment and economy - pledge to hand over our planet to the next generation in a better condition
- Protecting and growing natural capital – as a tool in decision-making, consider every aspect of the environment for national wellbeing, health, and economic prosperity

Transport
'Future of Mobility' Grand Challenge - become a world leader in shaping the future of mobility, including the low carbon transport of the future. Key priorities:

- Establishing a flexible regulatory framework to encourage new modes of transport and new business models.
- Seizing opportunities and addressing the challenges of moving from hydrocarbon to zero emission vehicles.
- Preparing for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between private and public transport.
- Exploring ways to use data to accelerate the development of new mobility services and enable the more effective operation of our transport system.

Strategic Business Plan 2019 – 2024 (Network Rail, 2018)
Link to document
https://sacuksprodnrdigital0001.blob.core.windows.net/delivery-plan-previously-published/02.%20Strategic%20Business%20Plan%202019-2024%20documents%20published%20February%202018/1.%20Summary%20documents/High%20level%20summary/Strategic-Business-Plan-High-Level-Summary.pdf
Key themes
Presents plans for Britain's railways between 2019 and 2024 involving greater alignment between track and train, with shared targets and priorities. • Safe – drive down train accident risk, level crossing risk and protect the workforce from injury, sustainability • Reliable – on time and more frequent (assets, timetables, operations, information) • Efficient – coping with demand, drive down operation costs further using new technology and more efficient ways of working • Growing – cope with capacity challenges, changes in the delivery of enhancements on a case-by-case basis, transition into a digital signalling railway • Great people, great teams – attract and retain the brightest and best, become best employer, diverse and inclusive Opportunities • Improvements for passengers • Jobs, housing, and growth – investment • Supporting technology and innovation The document additionally exhibits a strong relationship to the Department for Transport Rail Network Enhancements Pipeline, with this document detailed also within this document.

Transport Investment Strategy (Department for Transport, 2017)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918490/Transport_investment_strategy.pdf

Key themes

To enable gov. industrial strategy, transport infrastructure can maintain and upgrade transport infrastructure – an integrated network that underpins daily lives and the economy – connect communities and businesses and help deliver balanced growth across the country. This strategy builds on existing progress and – through the investment decisions – outlines response, realistically and pragmatically, to today's challenges, driving progress towards fulfilling the aims of our Industrial Strategy and putting the travelling public at the heart of the choices we make.

It sets out Government's four main priorities for the UK transport network, upon which investment decisions should focus upon:

1. **Create a transport network that works for users, wherever they live**. The strategy stresses that transport users – people and businesses – want a network that is reliable, well-managed, and safe, with journeys that are easy, fast, and comfortable, with the right connections in the right places. It notes that the UK networks are ageing and intensively-used, facing increased demand and evolving trends in people's work and leisure patterns (and hence travel behaviour)
2. **Improve productivity and rebalance growth across the UK.** The strategy argues that reducing congestion and strengthening connectivity are both crucial for boosting the UK economy, through increasing local productivity across the country, and creating places in which people want to live and work
3. **Enhance our global competitiveness by making Britain a more attractive place to invest.** Transport connectivity is argued as vital for enabling trade, with investors needing effective international connections to access new markets, integrate operations into their global supply chains and to conduct business efficiently. Continued improvements in transport connectivity and capacity can hence help support inward investment, and compete with other countries to attract global business
4. **Support the creation of new housing.** Transport plays a key role in facilitating housing growth, and the housing market in the UK is not delivering the homes that people need

Strategy

- Ensure investment consistently meets the needs of users, and helps to create a balanced economy
- Focus on getting the best value out of the network and our investment
- Retail a resolute focus on delivery
- Remain adaptable in the face of change
- Create strong institutional decision-making frameworks at local.

Investment Priorities:

- Improve the condition and performance of the existing network
- Expand existing capacity to ease congestion
- Enhancing connectivity by adding new capability
- Improving the user experience
- Adapting the network to safeguard our environment, safety, and health
- A network that is reliable, well-managed, and safe
- Journeys that are smooth, fast, and comfortable
- The right connections in the right places
- Avoid overstretching supply chains
- Delivery within our legislative and planning constraints
- Tackling climate change proactively
- Building resilience to climate change
- Improving air quality
- Managing wider impacts on our environment
- Keeping people safe
- Unlocking opportunities provided by new technology

Delivery Innovation and action – exploiting new technologies: those that improve user experience, uptake of ULEVs, battery technology, connected and autonomous vehicles, smart systems and digital solutions, advanced materials, and condition monitoring.

The strategy stresses that the UK Government will "*continue to rely on devolved decision-making*" at the local and regional levels. At the national level, emphasis is placed on Highways England investment to reduce congestion as well as improving access to international gateways and the rail network. In terms of buses, the strategy reaffirms Central Government's support of bus priority measures with partially devolved funding, together with the bus franchising powers that have been granted to mayoral combined authorities by the Bus Services Act 2017.

The strategy also says that Central Government funding will be made available for transport projects that are deemed to support the four national priorities for transport outlined above; especially if costs are beyond the ability of a local or regional authority to manage alone.

Furthermore, the strategy's priorities can be extrapolated to encompass a wide range of bus-related measures. For example, the stated intention to create a better-connected transport network would plausibly be served by investing in better multimodal integration and ticketing structures, perhaps in the form of integrated smart ticketing. Building a stronger, more balanced economy by enhancing productivity could be supported through reviewing network geography to better serve areas with low service demand or by increasing service frequencies.

New housing could be supported by investing in adjacent bus networks, and strategic transport interchanges at airports could help make Britain a more attractive place to trade and invest. There is broad scope for devolved bodies to build cases for investment across several different policy areas.

Sub-national policies

Regional Transport Strategy (England's Economic Heartland, 2021)
Link to document
https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf
Key themes

Transport strategy to support the ambitions of the England's Economic Heartland (EEH), which brings together Local Transport Authorities between Cambridgeshire in the East and Swindon in the West, in a strategic partnership. The EEH was established in 2015 for its partners to better plan for strategic infrastructure improvements alongside other issues which are common to the area. Key themes within the Transport Strategy include:

- Improving economic prosperity
- Decarbonisation and sustainability
- Future mobilities
- Improving journeys based on people, place and movement types

The strategy describes a large range of projects as part of its investment pipeline. Key themes and typologies of these projects include:

- Electrification of rail infrastructure
- Digital connectivity provision (5G and fibre)
- Electric vehicle charging facilities
- Enhanced rail freight capacity
- Improved connectivity (north south and east west)
- Strategic rail interchanges
- Mass transit systems
- Access to strategic gateways
- Local connectivity improvements
- Area/corridor studies

The following schemes are identified in their Infrastructure Pipeline in the Cambridgeshire and Peterborough area or importance to Cambridgeshire and Peterborough:

- Delivery of East West Rail including:
  - Oxford to Cambridge
  - Aylesbury to Milton Keynes
  - Cambridge to Norwich/Ipswich
  - electrified
  - freight services
  - digital infrastructure provision – 5G and fibre connectivity
- Electrification of road infrastructure
- Enhanced capacity for rail freight on the Felixstowe to Nuneaton Line
- Improved connectivity (east west) – northern: improved public transport connectivity between Peterborough and Northampton
- Cambridge South Station by 2025
- Enhanced connectivity on the London – Bishop's Stortford – Cambridge Corridor
- Reopening of the railway from March to Wisbech
- Strategic Interchanges
  - Sandy / St Neots area – with East Coast Main Line
  - Cambridge / Cambridge South – with Anglia Main Line
- Mass Transit
  - Cambridgeshire
  - Improved access to Stansted Airport through improvements on the West Anglia Main Line
- Improvements to the National Cycle Network and urban cycleways including the development of a high-quality cycleway – the Varsity Way
- Targeted investment in the highway network

- Ely to Cambridge A10 Dualling Improvements (Large Local Major Scheme)
- Ely to Cambridge A10 Junction Improvements
- A1139 University Centre Access, Peterborough
- A47 Wansford to Sutton
- A47 Peterborough to Wisbech
- A428 Black Cat to Caxton Gibbet Improvements
- M11 Junctions, Cambridge West

Cambridgeshire & Peterborough Combined Authority Policies

Annual Report & Business Plan 2021/22 (2021)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/key-documents/business-plan/current-business-plan/COMBINED-AUTHORITY-BUSINESS-PLAN.pdf
Key themes

Continue to increase economic prosperity, COVID-19 recovery, and good, green growth for the market towns, rural villages, and the cities. This document outlines work to inject funding where it is most needed, spreading opportunity and bringing homes within reach of jobs, leisure, and other services. Shape growth by revisiting the Devolution Deal.

The report and business plan additionally outlines a number of road and rail projects of which some were allocated across the Rail Network Enhancements Pipeline Autumn 2019 Schemes Update and Road Investment Strategy 2: 2020-2025.

These include the following key project achievements:

- A10 – between the Milton Interchange and Ely
- A47
- Soham Station
- Market Town Masterplans
- Wisbech Rail
- Fenland Stations Regeneration Programme
- Cambridge South Station
- Kings Dyke Level Crossing
- Bus Reform

Alongside the following key project commitments for Delivery 2021/22:

- Bus Reform
- A141
- Cambridge South Station
- Market Town Masterplans
- Wisbech Rail
- Fenland Stations Regeneration Programme
- King's Dyke Level Crossing

Several other transport commitments 2021/22 are also presented, including:

- A1260 Nene Parkway Junction 15
- A1260 Nene Parkway Junction 32-3
- A142 Chatteris to Snailwell
- A16 Norwood Dualling
- A505 Study
- A605 Stanground – Whittlesey
- Ely Area Capacity Enhancements
- Fengate Access Study Phase 1
- Harston Capacity Study
- Lancaster Way
- March Area Transport Study
- Segregated Cycling Holme to Sawtry
- Snailwell Loop
- St Ives
- Peterborough's University Access
- Wisbech Access Strategy

Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)
Link to document
CPCA-BSIP-Final-291021.pdf (cambridgeshirepeterborough-ca.gov.uk)
Key themes

Vision: “Everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them”

Objectives

- Bus is an attractive mode of travel to compete with the car
- But network supports sustainable growth
- Protects and enhances the environment
- Supports the health and wellbeing of the population
- Opportunity for all

Ambition

- Return to pre-Covid patronage levels followed by growth
- Priority measures to speed up journeys and make buses more reliable
- Revamped, integrated bus network offering links to more places, clockface timetables, more frequent services and longer operating hours
- Comprehensive coverage and consistent levels of service
- Zero emission buses on all services by 2030
- Tickets that can be used on all services and provide value for money
- Cheaper travel for young people
- Comprehensive information from one source in all media formats
- Better bus stops and waiting facilities

Independent Commission on Climate (2021)

Link to document

https://f.hubspotusercontent40.net/hubfs/6985942/FINAL%20CLIMATE%20REPORT%20LOW%20(002).pdf

Key themes

Independent commission to deliver advice on what is needed to deliver local change.

Challenges

- Greenhouse gas emissions in the region are 25% higher per person than the UK average – emissions from surface transport are high
- Region is at high risk from changing climate
- Transformation requires significant investment and must be delivered in a way that is fair and does not marginalise
- Addressing climate change can deliver multiple benefits
- Local gov. and CPCA have key role
- Business needs to step up
- Our region to show leadership – regions residents are keen to play their part

Transport related priorities/recommendations:

- EV infrastructure
- Zero emission bus and taxi fleet
- Measures to reduce car milage – including improving public transport, walking cycling
- Exclusion of diesel vans and trucks from urban centres by 2030

Buildings

- Net zero buildings
- Appropriate locations for new developments – where resources are low carbon transport infrastructures are available
- Home retrofit to be rolled out across existing buildings

Business and Industry

- Embrace opportunities arising from transition to net zero
- Regional skills strategy should have green core
- Increase net zero awareness raising and advice services for business
- Regional “Race to Zero”

Peatlands

- “Whole farm” land use policies – mitigate climate change and improve biodiversity

Nature

- Recovery programmes – tree planting, wetland creation
- Accelerate doubling nature agenda

Waste

- Update waste management strategy as matter of urgency – including communications programme for the public
- 37% reduction target for residual waste by 2030 and 65% recycling target for household waste
- Separate collection of recyclable and compostable materials
- New EfW waste plants should only go ahead with public agreement – retrofitted with CCS by 2035

Growth Ambition Statement (2021)

Link to document

https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/key-documents/Growth-Ambition-Statement.pdf

Key themes

Sets out key principles and priorities, reflecting the CPIER's analysis and recommendations, to guide the Combined Authority in taking its work forward.

- Double GVA over 25 years
- Focus on partnership – public sector to work together efficiently and depoliticise growth

Challenges:

- Housing challenge – not enough which threatens growth. Less affordable.
- Transport – improve connectivity in all directions, reduce commuting times, (30 min target), support future development via rigorous prioritisation. Key projects being prioritised include:
  - The Cambridge Autonomous Metro (CAM)
  - The A47 corridor
  - The A10 corridor
  - Huntingdon's Third River Crossing
  - King's Dyke level crossing replacement
  - Cambridge South Station
  - Soham Station
  - Alconbury Station
  - Wisbech rail improvements
- Funding Infrastructure – combining spatial planning and transport
- Increase productivity and export by supporting business
- A low level of skills and educational aspiration in some communities, and mismatches with employer needs in the education system, alongside the high-skilled economy of Cambridge
- Market Town Masterplans including digital connectivity
- Health, Education and Social Mobility – organising public services to focus on wider determinants of health and education aspiration. Improve community focused health care system to improve health and funding challenges

Cambridgeshire and Peterborough Local Industrial Strategy (2019)

Link to document

https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/LIS/Local-Industrial-Strategy.pdf

Key themes

Three subeconomies – Greater Cambridge, Greater Peterborough, and The Fens.
Plan to support industry across the area and enable it to thrive – doubling output, maximising strengths, and building inclusive economy which removes barriers.

- Improve long-term capacity for growth by supporting foundations of productivity – increasing transport capacity and improving networks for market towns to increase connectivity.
  - CAM
  - Strategic Bus Review
  - Current and future energy needs of the Arc
- Increase sustainability and broaden the base for economic growth
- Build upon existing clusters
- Key strategic corridors
  - Arc – potential to deliver transformational growth stimulate local and regional economies. Local ambitions will contribute to national Arc objectives
  - London Stansted Cambridge
  - Cambridge–Norwich Eastern Agriculture and Tech Corridor
  - Connections to the midlands and the north
  - Links to international ports

Skills Strategy Framework (2019)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/skills-strategy/Skills-Strategy.pdf
Key themes

Vision: "An inclusive world-class local skills eco-system that matches the needs of our employers, learners and communities"

Blueprint for policies across the region that will maximise the skills of residents and drive productivity which in turn enable economic growth and social inclusion.

1. Tailored to the needs of the three sub-economies
2. Empower local access to education and skills to engage with society, increase aspirations and encourage process into further learning or work
3. Develop a dynamic skills market that can respond to the changing needs of local businesses

Key challenges include:

- Staff shortages in key sectors – technical and management roles, teachers, health care, FE/HE, impact of Brexit
- Perception of sectors and subsequent promotion within education is weak – careers guidance needs to be realistic and aspirational. Perception of apprenticeships needs to improve
- Plugging the skills gap
- Improve engagement in STEM subjects
- Mitigate disconnect with labour market

Independent Economic Review (2018)

Link to document

https://www.cpier.org.uk/media/1671/cpier-report-151118-download.pdf

Key themes

Sustain Cambridgeshire and Peterborough's economy, and support the UK economy, while providing a better and more fulfilling way of life for the people who live and work in this area. There is significant spatial inequality – the complementary strengths of areas with contrasting economic activity need to be harnessed and linked together.

Key Recommendations

1. GVA target should be tracked and measured with flexibility depending on economic outturn. The mayor should consider development of a well-being and inclusive growth dimension to his GVA target
2. Blended spatial strategy, knowledge-intensive sectors in and around Cambridge and the southern part of the area are strongly clustered, densifying and highly dependent on their location. For this vital section of the local and indeed the national economy, it is 'Cambridge or overseas. This should not be overlooked.
3. Ensuring that Cambridge continues to deliver for KI businesses should be considered a nationally strategic priority
4. Brexit policies should ensure the greatest possible ease for EU and non-EU workers, which are needed in our businesses, and facilitate ease of trade as a high priority
5. Review of housing requirements based on the potential for higher growth in employment than currently forecast
6. Placemaking should be embedded in forward planning
7. Transport and other infrastructure projects needed to alleviate growing pains of Greater Cambridge and should better include digital technology to enable more efficient use of current transport resources
8. Scheme prioritisation and development should be implemented to support doubling the size of and connecting the three economies of the area
9. Opportunity Area for Health, including mental health, should be created in the north of the area, recognising it as being just as serious an issue for social mobility as education
10. Research focus on Surestart style provision and preschool education
11. government should enter meaningful conversations with the Mayor and the Combined Authority early in this parliament and that devolution of all skills funding be agreed as part of a second stage devolution deal
12. Regular meetings should be set up between those developing the Local Industrial Strategy, and those developing Market Town Masterplans, to ensure consistency. This should include proposals coming forward as part of the Cambridge-Milton Keynes-Oxford Arc.
13. Develop new collaborative ways of working to provide for tailored solutions to the needs of each three distinct economies
14. Government should recognise the benefits further devolution to Cambridgeshire and Peterborough would bring, and commit itself to negotiating with Cambridgeshire and Peterborough to bring the area firstly into line with other Combined Authorities, and secondly to breaking new ground in the 'devolution revolution

Non-Statutory Spatial Framework Phase 1 to 2050 (2018)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/non-statutory-spatial-framework/Non-Statutory-Spatial-Framework-Phase-1.pdf
Key themes

Strategic Planning to focus on distributing prosperity with inclusive growth that is spread and rebalanced. Promote future development in historically disadvantaged areas whilst maintaining environment and communities

Spatial Issues

- UKs capital of innovation and productivity
- Healthy thriving and prosperous communities
- Access to a good job within easy reach of home
  - requires extra road, rail and bus capacity and frequency
  - poor accessibility to public transport needs to be addressed
- Environmental sustainability
- Importance of strategic corridors – experiencing high growth

Transport – to ensure planning and investment is prioritised appropriately so that development is properly considered and the impact of congestion on productivity is addressed

Ensure that investment in strategic infrastructure supports particularly the most deprived communities.

Objectives:

- Deliver strategic employment and housing site locations identified in Local Plans
- Market Town Masterplan
- Long-term investment programme in strategic infrastructure, working with other authorities and national agencies to seek support
- Investment that tackles deprivation and increases sustainable inclusive growth in disadvantaged areas
- Work with neighbouring authorities to deliver integrated approach to growth and to optimise investment opportunities for mutual benefit

Economy: Housing Strategy (2018)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/housing-strategy/Housing-Strategy.pdf
Key themes
Delivery of at least 100,000 more homes, particularly affordable homes. **Key strategic objectives** • Accelerate housing delivery to support economic growth – including integrated transport and housing strategy that allows for timely and sustainable delivery of infrastructure • Foster prosperous and attractive places to live in – including market town masterplans • Expand housing choices and creating balanced communities

Economy: Business and Tourism (2018)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/
Key themes
Goal to drive and improve economic growth across Cambridgeshire and Peterborough. The Business Board is the Local Enterprise Partnership for our region, and helps to overcome key barriers to growth, from infrastructure challenges creating an appropriately skilled future workforce. **Vision:** Regional economy at exciting position of prominence due to mix of academia, research, and entrepreneurial spirit – critical stage, investment needed to moving success forward. **Mission:** to support businesses through advice and support from the Growth Hub, investing in market towns, key business funding from Local Growth Fund and Eastern Agri-Tech growth initiatives. Drive growth across the whole of Cambridgeshire and Peterborough (not just in small pockets). Methods • Business Growth Service • Supporting Agritecture • Business Growth Hub • Local Growth Fund • Market Towns • Enterprise Zones • OxCam Arc • Business Board

Economy: Resilience (2018)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/
Key themes

Local Economic Recovery Strategy and the interventions made to help the region recover, renew, and grow back better post COVID.

Response

- Tangible response to support business – key leadership role of Mayor and Authority
- 260 successful grant funding applicants and £6 million - 800 forecasted protected jobs and 287 new jobs
- Business Triage Service – to handle increased calls
- Webinars on key covid business considerations
- A £390,000 Visitor Economy and Restart & Recovery Grant rolled out.
- Partnership of local organisations to produce Economic Recovery Strategy

Mission

"To lead the nation out of recession – by accelerating the recovery, rebound and renewal of our economy achieving our ambition to double by 2025 – in a new and more digitally enabled, greener, healthier and more inclusive way than ever before." Through Local Economic Recovery Strategy that strengthens businesses and workforce capacity and rebound for growth.

1. Accelerating Start-Ups, Scale-Ups, Set-Ups
2. Accelerating Hi-Tech Jobs Growth
3. Accelerating Recovery in Construction
4. Accelerating Upskilling & Retraining
5. Accelerating a Greener and more Sustainable Economy

Transport Recovery

- Emergency measures
- Improve cycle and pedestrian facilities – during rapid, pilot upgrades
- E-bike and e-scooters – first region to roll out – partnership with Voi
- Speeding up transport investment where possible to help bring economy out of recession
- A10, CAM, Soham Station expected to deliver £39 billion GVA over period to 2045

Environment: Environmental Strategy (2018)
Link to document
https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/housing-strategy/Housing-Strategy.pdf
Key themes
CA and Mayor's role in enabling carbon reduction and reducing climate change: • Local Transport Plan (transport, all modes, account for 2/5th regions carbon emissions) • Development of Spatial Strategy to increase supply affordable homes (domestic buildings account for 1/5th Encouraging business development and productivity improvements (business inc. agriculture accounts for c. 1/3rd)

Cambridgeshire and Peterborough Devolution Deal (2017)

Link to document

https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/key-documents/devolution/Cambridgeshire-and-Peterborough-CA-Devolution-Deal.pdf

Key themes

The transfer of resources, powers, and accountability from central government to Cambridgeshire and Peterborough to gain autonomy on resource and powers for infrastructure, housing, economic development, employment, and skills, will create more jobs, improving the skills and employment prospects of residents and boosting the productivity of Cambridgeshire and Peterborough.

Vision

- Economic growth
- Internationally renowned for low-carbon knowledge-based economy
- Accelerate delivery of new homes and sustainable communities
- Public service delivery – utilising local partnerships
- Achieving skills-based matches for business needs
- World class connectivity and transport systems – connect Cambridge, Peterborough, Market Towns, and the rest of the country

Devolved Powers:

- multi-year, consolidated and, devolved transport budget
- Key Route Network of local authority roads that will be managed and maintained by the Combined Authority on behalf of the mayor
- strategic planning, control of a £100m housing and infrastructure fund, the responsibility to create a non-statutory spatial framework for Cambridgeshire and Peterborough and to develop with Government a Land Commission and to chair The Cambridgeshire and Peterborough Joint Assets Board for economic asset
- Additional £20m million a year funding allocation over 30 years
- area-based review of 16+ skills provision
- Joint responsibility with government and the single Employment and Skills Board
- More effective joint working with UKTI

Connectivity

- Transport and Physical connections between communities – to unlock sustainable growth
- Digital Infrastructure to create digitally connected region of the UK
- Responsibility for local transport budget
- Responsibility for new Key Route Network of local authority roads
- Ability to franchise bus services in the combined authority area
- Meet needs to communities and adopted integrated approach to local buses and community-based travel
- Build on existing smart and integrated ticketing system
- Maximise the importance of corridors in all direction – improving rail links
- Development in Wyton, St. Neots
- Ely Southern Bypass, A14/A142 junction, A10 upgrades, A47 for east-west connectivity

Local Policies

Huntingdonshire Local Plan to 2036 (2019)
Link to document
https://huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf
Key themes

The Huntingdonshire Local Plan 2036 will deliver at least 20,100 homes and approximately 14,400 additional jobs between 2011 and 2036. The strategy supports a thriving rural economy, providing opportunities for communities to achieve local development aspirations while protecting the character of existing settlements and countryside.

Following the designation of the Strategic Expansion Location of Alconbury Weald which included a designated enterprise zone and up to 5,000 houses and associated infrastructure, two further expansion locations are proposed offering further opportunities to deliver new sustainable communities and inward investment in Huntingdonshire.

Vision

- Diverse Thriving Economy
- Infrastructure to support healthy communities
- Meet the needs of a changing population
- Climate, landscape, and heritage

Objectives:

- Sustainable land for sustainable growth – focusses on previously developed land
- Sustainable development – adaptable to climate change and extreme weather
- Better job opportunities and more affordable homes for a more balanced and diverse population
- Facilitate pursuit of healthy lifestyle's
- **Diverse thriving economy** – maximise Alconbury and other strategic development benefits, increase proportion of economically active residents, promote education. Distribution of growth will be primarily around Huntingdon, St. Neots, St. Ives, and Ramsey. Farm diversification, estate management and rural tourism, protect versatile agriculture.
- **Infrastructure** – identify and prioritise to be provided by developers et al. Strategic expansion to make use of existing resources, prioritise sustainable modes. Meet the needs of new growth. Inclusive and accessible provision.
- **Changing Population** – quality and quantity of housing, affordable homes, opportunities for vulnerable people, promote attractive, safe, and distinctive neighbourhoods.
- **Climate, landscape, and heritage** - maintain, enhance, and conserve Huntingdonshire's historic environment, characteristic landscapes, natural habitats, and biodiversity. Utilise sustainable design and construction techniques. Minimise energy and water use and for securing carbon emissions reductions in all new development and transport choices. Encourage waste management and pollution control. Conserve and enhance Huntingdonshire's strategic green 'Strategy for Development' infrastructure.

Peterborough Local Plan 2016 – 2036 (2019)

Link to document

https://cccandpcc.sharepoint.com/sites/PCCPlanningPolicyPublicData/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FPCCPlanningPolicyPublicData%2FShared%20Documents%2FPlanning%20Policy%2FAdopted%20Local%20Plan%2FPeterborough%20Local%20Plan%2F1%2EPeterborough%20Local%20Plan%2024%20July%202019%2Epdf&parent=%2Fsites%2FPCCPlanningPolicyPublicData%2FShared%20Documents%2FPlanning%20Policy%2FAdopted%20Local%20Plan%2FPeterborough%20Local%20Plan&p=true

Key themes

Contains the planning policies for the growth and regeneration of Peterborough and the surrounding villages up to 2036. Peterborough to become a destination of choice, bigger and better, growing in the right way to meet the needs of the growing population, providing a range of high-quality attractions and facilities that make it an attractive place to live, work and visit.

Vision

- Maintain and strengthen historic, retail, leisure, cultural and entertainment city core
- Walkable city – footways and cycle paths
- Sustainable transport options
- Thriving campus-based university
- Strong and resilient economy – diverse and skilled workforce supporting existing business and growing new ones
- Inclusive and well-designed neighbourhoods
- Network of characterful villages that provide services for community needs, vibrant and diverse rural economy
- City with network of wildlife rich and accessible natural spaces – public engagement with natural surroundings
- Peterborough to be crowned UK's Environmental Capital

Objectives

- Zero Carbon – reduce reliance on fossil fuels, carbon and methane emissions and maximise renewables. Mitigate pollution.
- Sustainable water – reduce flooding vulnerability, minimise water pollution, encourage water re-use
- Land Use and Wildlife – protect and enhance landscape, biodiversity, and geodiversity
- Sustainable Materials – minimise consumption of non-renewables
- Promote conservation and smart use of productive land
- Zero Waste
- Sustainable Transport – encourage walking, cycling, public transport and reduce the need to travel by car
- Culture and Heritage – vibrancy, protect and enhance heritage and cultural assets
- Equity and Local Economy – support rural communities, diversity the economy and increase vitality, access to education and work, reduce poverty, affordable access to services
- Health and Wellbeing – reduce health inequalities, sustainable housing, reduce crime/fear

Transport Policy

"New development must ensure that appropriate provision is made for the transport needs that it will create, having specific regard to the policies and proposals of the latest local Transport Plan (LTP) and Long-Term Transport Strategy (LTTS)."

- Reduce the need to travel, especially by car
- Prioritise bus use over car use
- Seek to develop transport interchanges and travel hubs that provide facilities for transfer between modes of travel
- Improve walking, cycle and public transport connections to district and local centres, travel hubs and key services, including links from the railway station and the River Nene;
- Make journeys on foot, cycle, public transport, car share or water the more attractive option over private car use, using direct, legible, and segregated routes

- Provide an efficient, effective, and safe transport network that is well managed and maintained, using modern technology where appropriate
- Assist those with access and mobility difficulties
- Promote improvements to travel security through improvements to lighting, CCTV and underpasses
- Delivering quality cycle facilities at workplaces including secured and covered cycle parking, showering, and changing facilities
- Seek to improve sustainable transport links to travel hubs from rural areas and improve walking and cycle links between villages.

City of Cambridgeshire Local Plan (2018)
Link to document
https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf
Key themes

"Seeks to guide and facilitate growth and the infrastructure required to support development, so that the city grows in a sensitive and sustainable manner. This will ensure that the high environmental quality of the city is protected and enhanced and that future developments offer a full range of opportunities to all"

Preserve and enhance Green Belt, iconic historic core, heritage assets, river, biodiverse open spaces, architecture, reputation for design and excellence. New development will be innovative and promote sustainable transport to transition into environmentally sustainable and low carbon economy. City will develop as a centre of excellence, world leader in higher education, research, knowledge-based economy whilst maintaining high quality of life.

Objectives

- Environmentally sustainable city – low carbon lifestyles. Making best use of, water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change
- Highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features
- Highest quality, in terms of design excellence and innovation – principles of sustainable design and construction
- Positive management of change in the historic environment, protecting, enhancing, and maintaining the unique qualities and character of Cambridge
- Protect/enhance the character and quality of the Cambridge skyline
- Protect/enhance the landscape setting of the city - Cambridge Green Belt, and other green areas
- Protect/enhance biodiversity, habitats, and geo-diversity
- Meet housing needs – mix of houses for existing and future needs
- Create/maintain inclusive, environmentally sustainable communities
- Economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge's role as a world leader in higher education, research, and knowledge-based industries, while maintaining the quality of life
- Support Cambridge's vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of all people in sub-region as well as the city
- promote social cohesion and sustainability and a high quality of life – sports and recreation, community leisure facilities, arts, and cultural venues
- minimise the distance people need to travel – access (jobs) via sustainable modes of transport
- appropriate and timely provision of environmentally sustainable forms of infrastructure
- safe and healthy environment

South Cambridgeshire Local Plan (2018)
Link to document
https://www.scambs.gov.uk/media/17793/south-cambridgeshire-adopted-local-plan-2018.pdf
Key themes
Overall objective to secure sustainable development. Principles: • **Economic** – building a strong, responsive, and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure; • **Social** – strong, vibrant, and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high-quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing; and • **Environmental** – contributing to protecting and enhancing our natural, built, and historic environment; and, as part of this, helping to improve biodiversity, prudent use of natural resources, minimising waste, and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

Transport Strategy for East Cambridgeshire (2016)

Link to document

https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport%20Strategy%20for%20East%20Cambridgeshire%20-%20Part%201.pdf

https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport%20Strategy%20for%20East%20Cambridgeshire%20-%20Part%202.pdf

Key themes

Transport strategy to support housing and employment growth in East Cambridgeshire and key transport corridors from the surrounding ring towns.

Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3). Support the East Cambridgeshire Local Plan and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

- Support economic growth
- Mitigate transport impacts of the growth agenda
- Protect the area's distinct character and environment
- Accommodate demand in Ely
- Accommodate demand in East Cambridgeshire
- Cater for travel demand travelling within and through the district on key corridors, trunk roads and rail
- Planning obligations to secure new and improved infrastructure and mitigate site specific and network wide impacts
- Transport Assessments
- Supporting sustainable growth
- Improving bus services and infrastructure
- Access to jobs and services
- Improving rail services
- Community led transport solutions
- Encouraging cycling and walking
- Provision of new highway capacity
- New distributor roads or through routes as part of a developments with prioritisation of pedestrians, cyclists, and public transport users
- Road safety, across all modes
- Reduce transport related emissions of carbon and pollutants
- Provide sustainable infrastructure at transport interchanges to encourage sustainable journeys and reduce car usage

East Cambridgeshire Local Plan (2015)

Link to document

https://www.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover_0.pdf

Key themes

Seeks to provide 11,500 homes and 9,200 jobs during the plan period 2011- 2031 and, through sustainable development, to take advantage of the economic vitality of the Cambridge sub-region, whilst retaining its distinct identity as a predominantly rural area.

Growth is focussed at its three market towns of Ely, Soham and Littleport, reducing out commuting and increasing self-containment. The plan aims to respond to local needs as much as possible, including firm support for 'community led development', especially in the form of Community Land Trust schemes. New development/growth will be supported by necessary infrastructure, services/facilities

Other notable policies include its support for the horse racing industry, with East Cambridgeshire being home to the famous Newmarket July Racecourse, as well as policies protecting what's special about the area, such as the many national and international biodiversity sites.

Climate change focuses on minimising resource and energy consumption in new development location and design, reduce risk of flooding, increase renewable energy production.

Objectives:

- Support the local economy and help create more jobs in the district, reduces out-commuting, and helps to increase the sustainability and self-containment of communities
- Provide a range of new housing in appropriate locations, which meets local housing needs
- Support and enhance the vitality and viability of town and village centres, as places for shopping, leisure, and community activities.
- Ensure that new development is of high quality and sustainable design which reflects local character and distinctiveness, provides attractive and safe environments, and is supported by appropriate facilities and services.
- Protect and enhance the quality, local distinctiveness, and diversity of the natural, historic, and built environment.
- Protect the open countryside and land within the Green Belt against insensitive and sporadic development.
- Reduce the environmental impact of development and vulnerability to the impacts of climate change by reducing pollution and waste, maximising water, and energy efficiency, dealing with flood risk and surface water management, and promoting the use of renewable energy sources and sustainable construction methods.

The Council has undertaken a Review of the East Cambridgeshire Local Plan 2015.

Transport Strategy for Cambridge City and South Cambridgeshire (2014)
Link to document
https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport-strategy-and-high-level-programme-for-Cambridge-and-South-Cambridgeshire-March-2014.pdf
Key themes

To ensure local councils plan together for sustainable growth and continued economic prosperity in Cambridge and South Cambridgeshire (as well as the transport corridors from the ring of surrounding towns).

Provide a detailed policy framework and programme of schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-26 (LTP3).
Support the Cambridge and South Cambridgeshire Local Plans, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth

- Support economic growth
- Mitigate transport impacts of the growth agenda
- Protect the area's distinct character and environment
- Sustainable transport capacity between employment and services
- High quality passenger transport network of bus, guided bus, and rail services, fed and complemented by comprehensive pedestrian and cycle networks
- Additional travel demand to be accommodated on the constrained transport network
- Additional Park and Ride options on the fringes of Cambridge
- Ensuring public transport, cycling, and walking are the best ways of getting around and across the area
- Limit the available road space for cars reducing car traffic
- Create frequent, quality service across major routes enabling the use of public transport for at least some of the routes
- Community led transport solutions
- Encourage walking, cycling and public transport for journeys into and out of the city
- Promote bus routes to connect key economic hubs and links to Cambridge North Train Station
- Encourage car sharing
- Prioritise sustainable and public transport and make these modes of travel more convenient than the car
- Maintain general traffic levels

Fenland Local Plan (2014)

Link to document

https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan-Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf?m=637267078575000000

Key themes

Pro-growth and seeks to provide 11,000 homes and 7,200 jobs during the plan period to 2031.

Through sustainable growth it seeks to address current health inequalities, community deprivation, lack of affordable housing, infrastructure deficit and low skills and educational attainment and maximise the potential of the area and deliver jobs, skills, dynamic town centres, vibrant villages, improved housing, and new infrastructure.

The focus of development is on four market towns with March and Wisbech being the major contributors. It seeks to encourage development in a more flexible, case by case way to provide growth.

Objectives:

- **Land and Water Resources:** minimise loss of undeveloped land, increase water efficiency and avoid any deterioration of river water quality
- **Biodiversity:** Avoid damage to designated sites and protected species, Maintain, and enhance the geographical range, amount and viability of habitats and species
- **Landscape and Cultural Heritage:** Preserve and enhance sites, areas and landscapes that are designated or locally valued for their heritage interest, create places, spaces and buildings that are well designed, retain the distinctive character of Fenland's landscape.
- **Climate Change and Flood risk**: Increase use of renewable energy sources whilst minimising waste and the use of other energy resources, reduce vulnerability to the effects of climate change, minimise vulnerability of people, places, and property to the risk of flooding from all sources
- **Pollution**: Reduce emissions of greenhouse gasses and other pollutants
- **Healthy, Inclusive and Accessible Communities**: improve the quality, range and accessibility of services and facilities and ensure all groups thrive in safe environments and affordable homes, create/enhance multifunctional open space that are accessible, links with a high-quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places. Redress inequalities related to age, gender, disability, race, faith, location, and income
- **Economic Activity**: access to a range of employment and training opportunities, support investment in people, places, communications, and other infrastructure to improve the efficiency, competitiveness, vitality, and adaptability of the local economy

Conclusions

2. This policy review has identified and summarised policy documents across national, subnational, CPCA and local levels of which the updated CPCA Local Transport & Connectivity Plan should consider aligning with.

3. As such, this policy review has undertaken an assessment of these policy documents in relation to their alignment with the 11 primary objectives of the LTCP and is shown within Table 2 overleaf.

Table 2: Alignment of key LTCP themes against wider policy

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
National											
Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)				✓			✓				✓
Bus Back Better (Department for Transport, 2021)					✓			✓	✓		✓
Gear Change (Department for Transport, 2020)							✓		✓		✓
Transport Investment Strategy (Department for Transport, 2017)	✓	✓			✓				✓		✓
Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities, 2022)		✓	✓							✓	✓
Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)					✓		✓				✓
Public Health England Strategy 2020-25							✓	✓			

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Clean Air Strategy (DEFRA, 2019)								✓			✓
A Green Future: Our 25 Year Plan to Improve the Environment (DEFRA, 2018)			✓							✓	✓
Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)			✓								✓
National Highways Strategic Business Plan 2020-2025 (2020)			✓	✓						✓	✓
Network Rail Strategic Business Plan 2019 – 2024 (2018)	✓	✓		✓					✓		
Sub-national											
Annual Report & Business Plan 2021/22				✓	✓		✓		✓		
CPIER (Cambridge & Peterborough Independent Economic Review (Sept 2018)	✓	✓	✓	✓	✓						
Cambridgeshire and Peterborough (Non-Statutory) Spatial Framework Phase 1 (until 2050)	✓	✓			✓					✓	

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Cambridgeshire and Peterborough Local Industrial Strategy (July 2019)		✓	✓	✓							
Cambridgeshire & Peterborough Annual Report & Business Plan 2021/22 (2021)	✓	✓	✓								
England's Economic Heartland Regional Transport Strategy (2021)	✓	✓	✓		✓	✓					✓
Cambridgeshire & Peterborough Economy: Housing Strategy (Sept 2018)	✓										
Cambridgeshire & Peterborough Economy: Business and Tourism			✓								
Cambridgeshire & Peterborough Economy: Resilience				✓				✓			✓
Society: Safety											
Society: Accessibility											
Society: Health and Wellbeing											
Society: Air Quality											
Cambridgeshire & Peterborough Environment: Environmental Strategy	✓									✓	✓

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Cambridgeshire & Peterborough Independent Commission on Climate (Oct 2021)	✓		✓	✓					✓	✓	✓
Cambridgeshire & Peterborough Growth Ambition Statement				✓			✓				
Cambridgeshire & Peterborough Skills Strategy Framework (2019)		✓			✓						
Cambridgeshire and Peterborough Devolution Deal (2017)	✓	✓			✓	✓					
Skills Strategy Framework				✓			✓				
Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)	✓	✓			✓				✓	✓	✓
Local											
Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)		✓	✓				✓			✓	

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Cambridgeshire County Council: East Cambridgeshire Transport Strategy (2016)			✓		✓			✓		✓	
Cambridge City Council: Local Plan (2018)		✓	✓	✓						✓	✓
East Cambridgeshire District Council: Local Plan (2015)	✓	✓	✓	✓						✓	
Fenland: Local Plan (2014)	✓	✓		✓						✓	
Huntingdonshire: Local Plan (2019)		✓	✓							✓	✓
Peterborough: Local Plan (2019)			✓	✓		✓	✓	✓		✓	✓
South Cambridgeshire: Local Plan (2018)	✓	✓								✓	

Habitats Regulations Screening – Local Transport and Connectivity Plan

Tresor Consulting

Cambridgeshire and Peterborough Combined Authority
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Habitats Regulations Screening – Local Transport and Connectivity Plan

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A Habitats Regulations Assessment 2020

Executive Summary

Cambridgeshire and Peterborough Combined Authority is producing a revised Local Transport and Connectivity Plan (LTCP). Since the publication of the last Local Transport Plan in 2020 (2020 LTP), there have been several changes to local and national policy that meant this transport strategy needed to be revisited.

The revised vision reflects the importance of climate change and the need to level up the region in relation to health inequalities, social exclusion, and safety to ensure that the transport network provides enhanced access to opportunities that improve the quality of life for all. The LTCP will comprise a number of goals, objectives, policies and projects.

An Integrated Impact Assessment (IIA) is being undertaken as part of the LTCP development so that environmental and social impacts are identified and mitigated as the plan develops. The IIA will cover:

- Strategic Environmental Assessment, covering a range of environmental impacts
- Habitats Regulations Assessment which applies to sites which are internationally important for nature conservation.
- Community Impact Assessment which assesses social impacts such as health and equalities.

This Strategic Habitats Regulations Assessment has been prepared to inform of the implications of the updated LTCP on European Sites, as a requirement of Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

An assessment is required under the Regulations for any proposed plan or project which may have a significant effect on one or more European sites or an impact of the plan which may affect the management of those sites. The purpose of the assessment is to determine whether or not the plan is likely to have significant effects on European sites.

13 European sites lie within the zone of influence of the LTCP and have been assessed to determine likely significant effects arising as a result of the implementation of the plan on any designated feature. A significant effect is determined as any deleterious effect on any designated feature which would cause that feature to be degraded to such a degree that the conservation objective of the European site is undermined.

The HRA screening for the previous 2020 LTP considered that the proposed Local Transport Plan, either alone or in-combination, is not likely to have a significant effect on any European site or their associated features. However, the potential impacts of projects brought through under the terms of the Local Transport Plan would also need to be assessed as their design progresses. Any likely significant effects arising from individual projects will be assessed and where required mitigation identified during the appropriate assessment implemented.

This screening focuses on changes to the updated LTCP and also concluded that the Local Transport Plan policies are unlikely to result in a likely significant effect on any European site or their associated features. However, likely significant effects could not be ruled out for the new Cambourne to Cambridge bus improvement project, either alone, or in-combination with the Bourn Airfield residential development. Like projects previously assessed, further HRA would be required as part of the planning application for the bus improvement project, when a preferred route option and design detail is known.

1 Introduction

Background

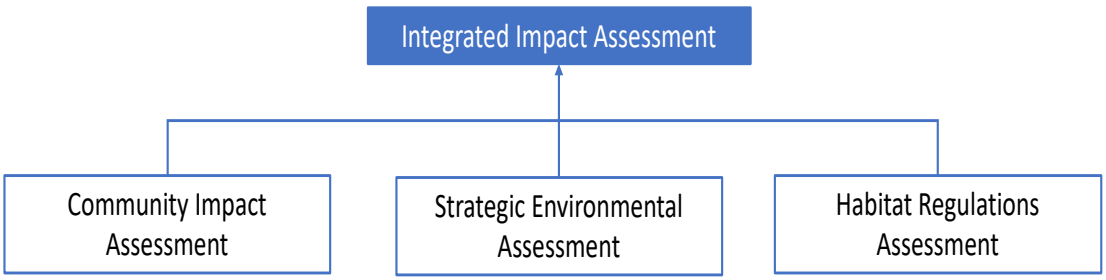
1.1 The Combined Authority for Cambridgeshire and Peterborough (CPCA) is producing a revised Local Transport and Connectivity Plan (LTCP). Since the publication of the last Local Transport Plan in 2020 (2020 LTP), there have been several changes locally in Cambridgeshire and Peterborough; in addition to revised national policy that meant the transport strategy needed to be revisited. These changes include the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate; new carbon dioxide (CO^2) and electric vehicle targets published by Government; policy development within the Oxford-Cambridge (OxCam) Arc; and the changes in travel caused by Covid-19.

1.2 An Integrated Impact Assessment (IIA) is being undertaken as part of the LTCP development. IIA combines several sustainability appraisal processes, so that environmental and social impacts are identified and mitigated as the plan develops. This Scoping Report represents the first stage of the IIA process.

Integrated Impact Assessment

1.3 The components of the IIA process for the LTCP are set out in Figure 1 below and each process is then briefly described.

Figure 1 Processes within this Integrated Impact Assessment.



Habitats Regulation Assessment (HRA)

1.4 This report represents 'Screening' for the HRA, undertaken under the Conservation of Habitats and Species Regulations 2017 (SI 2017/1012, known as the Habitats Regulations) for plans or projects which are not directly connected to the management of the site and would be likely to have a significant effect on a European Site designated for nature conservation. These comprise Special Protection Areas (SACs), Special Protection Areas (SPAs) and Ramsar sites. HRA can have up to three stages, not all need to be completed depending on the outcome at each stage:

- Stage 1, Screening - to check if the proposal is likely to have a significant effect on the site's conservation objectives. If not, then the appropriate assessment or derogation stages are not required.
- Stage 2, Appropriate assessment - to assess the likely significant effects of the proposal in more detail and identify ways to avoid or minimise any effects. Where significant effects on site integrity remain, Stage 3 is required.
- Stage 3, Derogation - to consider if proposals that would have an adverse effect on a European site qualify for an exemption. There are three legal tests that need to be applied in order: there are no feasible alternative solutions that avoid damage or are less damaging to the site; the proposal needs to be carried out for imperative reasons of overriding public interest; and finally the necessary compensation measures can be secured.

1.5 A screening report was produced for the 2020 LTP and this identified 13 European sites within the zone of influence of the Plan. The screening concluded that there are no likely significant effects on any European site arising through adoption of the 2020 LTP either alone or in combination with other reasonably foreseeable plans and projects.

1.6 To update the HRA, this updated Screening Report focuses on:

- Any additional European sites,
- Whether the changes to policies and projects are likely to have a significant effect on any of the site's conservation objectives, and
- Update to the plans and projects considered for in-combination effects.

Purpose of the Report

1.7 This report represents the first stage of the HRA process 'Screening'. This report is set out over the follow sections:

- Section 2 provides and overview of the LTCP
- Section 3 sets out the methodology for the HRA
- Section 4 sets out European Sites considered and qualifying features for designation.
- Section 5 determines whether there are any likely significant effects on Sites.
- Section 6 reviews other plans and projects for in-combination effects on Sites.
- Section 7 sets out the conclusions of the Screening.

2 The Updated Plan

Background

2.1 The new Local Transport and Connectivity Plan (LTCP) will aim to meet a range of challenges including on public health, accelerating carbon reduction, protecting the environment, the impact of Covid-19, access to jobs and education, reducing inequality and supporting economic growth.

2.2 The addition of 'Connectivity' to the title, recognises the increasing influence that the internet has on transport. Working and learning, accessing leisure and services, and seeing friends and family have been increasingly done from home, impacting journeys. The plan will also seek ways digital infrastructure can be improved to support these new ways of living.

Vision and Objectives

2.3 The revised vision reflects the importance of climate change and the need to level up the region in relation to health inequalities, social exclusion, and safety to ensure that our transport network provides enhanced access to opportunities that improve the quality of life for all. It is important that the work of the Combined Authority continues to develop its work in a compassionate, co-operative, and collaborative manner.

LTCP Vision

A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.

2.4 The LTCP comprises six goals and eleven objectives associated with as set out below:

Figure 2 LTCP Goals

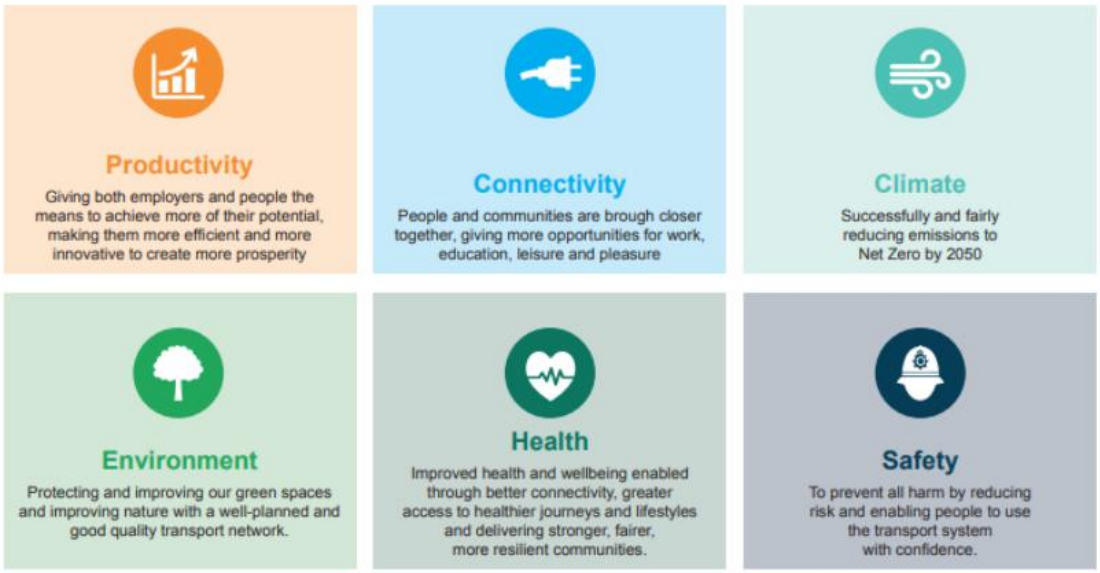


Table 1 LTCP Objectives

Goal	Objective	Objective Statement
Productivity	Housing	Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
Productivity	Employment	Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity
Productivity	Business & Tourism	Ensure all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
Productivity	Resilience	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
Connectivity	Accessibility	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
Connectivity	Digital	Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility across the region.
Health	Health and Wellbeing	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
Health	Air quality	Ensure transport initiatives improve air quality across the region to exceed good practice standards
Safety	Safety	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries
Environment	Environment	Deliver a transport network that protects and enhances our natural, historic and built environments
Climate	Climate change	Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

2.5 In addition to the previous policies aligned with the objectives in **Error! Reference source not found.**, the LTCP will include new policies on connectivity and decarbonisation. These are currently still under development.

The LTCP includes several new projects. Some of the projects from the 2020 LTP are no longer included, either because they are now complete or have not progressed. **Error! Reference source not found.** below provides a comparison of projects in the two plans. It should be noted that some of the projects are being delivered by partners (e.g. Network Rail, National Highways).

Table 2 Comparison of LTP3 and LTCP Projects

Project type*	2020 LTP (no longer in LTCP)	In both 2020 LTP and LTCP	Projects new to LTCP
Road	• A47 Junction 18 improvements • A15 Paston Parkway Junction 22 to Glinton Roundabout • Stanground Access – junction improvements and dualling (completed) • North Westgate Redevelopment • A47 Wansford to Sutton • A16 Norwood Dulling • Frank Perkins Parkway Junction 4 - 5 widening • Hampton East Coast Main Line (ECML) Rail Crossing • Oxford to Cambridge Expressway and A428 Dualling • M11 'smart motorway' • Additional M11 Park and Ride capacity • Mill Road Railway Bridge Widening • A1 Baldock – Brampton capacity improvements • A1 Buckden roundabout capacity and safety improvements • Safeguarding of a future A141 northern Huntingdon bypass alignment • Huntingdon Third River Crossing • Dualling of the A10 between the A142 Witchford Road and the A142 Angel Drove • Queen Adelaide Road study	• A47 Dualling • A1 Wittering Improvement • A1139 Fletton Parkway Junction 3 – 3A • A505 Corridor Royston to Granta Park • Coldhams Lane roundabout improvements • Fengate Access Study - Phase 1 (Eastern Industries Access) • Fengate Access Study – Phase 2 (University Access) • King's Dyke Level Crossing • March Area Transport Study (MATS) • Wisbech Access Strategy • St Ives A141 (previously Safeguarding of future A141 bypass and other improvements) • A10 Ely to Cambridge • A142/Lancaster Way roundabout and the A142/A10 ('BP') roundabouts • A14 Junction 37 & 38 • Junction 21 of the A15 Paston Parkway • A1139 Fletton Parkway Junctions 3 and 3a • A605 – Junction 68 (Lynchwood Capacity Improvements) • A428 trunk road between the Black Cat roundabout on the A1 • A16 Norwood Improvements (A16 Norwood Dualling)	No new highways projects
Rail	• Werrington Dive Under • Huntingdon to Peterborough Four Tracking	• Cambridge South Station • Ely Area Capacity Enhancements	• Snailwell Loop (stand-alone)

	• Closure of level crossings • A10 Foxton Level Crossing • Newmarket to Cambridge Track Doubling • Electrification of Rural Rail Routes • Girton Interchange Improvements • Cambridgeshire Rail Capacity Study • Ely to Soham track doubling	• Regeneration of Fenland Railway Stations • Soham Station • Wisbech Rail • Peterborough Station Quarter • Fenland Stations • Cambridge South Station • East / West Rail (including second Rail Station at St Neots) • Newmarket West Chord (incl Snailwell Loop) • Waterbeach Station Relocation	
Public transport	• Sustainable Travel Improvements • Cambridge Autonomous Metro (CAM) • Rural Travel Hubs • High quality bus network infrastructure, St Ives (Busway) to Huntingdon • Bus access to North Ely development	• Bus Reform Task Force • Buses Reform • Queensgate Bus Interchange • Alconbury development • Waterbeach Public Transport Improvements • Cambridge South East Transport (previously part of CAM) • Cambridge Eastern Access (previously East Cambridge – Better Public Transport)	• ZEBRA - Zero Emission Buses • Future Bus Network 2030 • Demand Responsive Transport • Alternative bus station (HDC) • Cambourne to Cambridge Better Public Transport Project
Active travel	• Jesus Green Lock • St Neots River Great Ouse cycle bridge • St Neots northern link to Little Paxton • Pedestrian and cycle bridge – Henley Way to Merivale Way • Central March cycle bridge • Chisholm Trail Phase 1	• Active Travel Strategy and Schemes • A1134 Coldham lane cycle improvements • Green Wheel (previously Greenways) • Fletton Quays Footbridge • Crescent Bridge Pedestrian and Cycle Bridge • Chisholm Trail Phase 2	• E-scooter Trial and E-bikes • Thorpe Wood cycleway • First and last mile (including active travel)

Digital			• Digital Connectivity Strategy
Other	• Longstanton Park and Ride Expansion • Riverside Improvements Phase 2 between Priory Road and Stourbridge Common • Mitigation of Local Impacts of Waterbeach Development • Hartford transport interchange • Wyton Airfield Access • Improved parking and interchange facilities at Ely station • Improved parking and access facilities at Littleport station • Wisbech Garden Town feasibility studies	• City Centre Transport Vision – Peterborough • Milton and Histon Road Improvements • Making Connections (building on Choices for Better Journeys) – • Heavy Commercial Vehicle Strategy • Market Towns Programme & Ramsey improvements • Smart Cities Strategy – Peterborough • North Westgate regeneration	• EV Charging Schemes and Outcomes from AFVS • 20 is plenty • First and last mile (including freight)

* Project type may include elements of other modes, for example public transport schemes may include active travel measures

3 Methodology

3.1 Screening is the first stage in the HRA process. It provides an assessment to determine whether the LTCP:

- is directly connected with or necessary for the conservation management of the site;
- whether there is likely to be s significant effect on a European site either alone or in combination with other proposals.

3.2 As the LTCP is not connected to the management of European sites, the Screening focuses on:

- Identification of European sites, and in the LTCP's Zone of Influence (ZoI), which may be affected.
- Review of sites' conservation objectives that may be affected.
- Assess whether the LTCP is likely to have a significant effect on the conservation objectives of European Sites.
- Where effects are not significant, identify whether there are any other plans or projects which could, in-combination with the LTCP, affect a site's conservation objectives.

3.3 As described in Section 1 above, it focuses on changes to the LTCP since the 2020 LTP, but includes the results of both assessments.

Study Area

3.1 The LTCP has the potential to impact ecological features such a habitats and/or species beyond the confines of the scheme area itself. The study area comprises the geographic area within which the Zone of Influence (ZoI) is likely to occur. A ZoI includes:

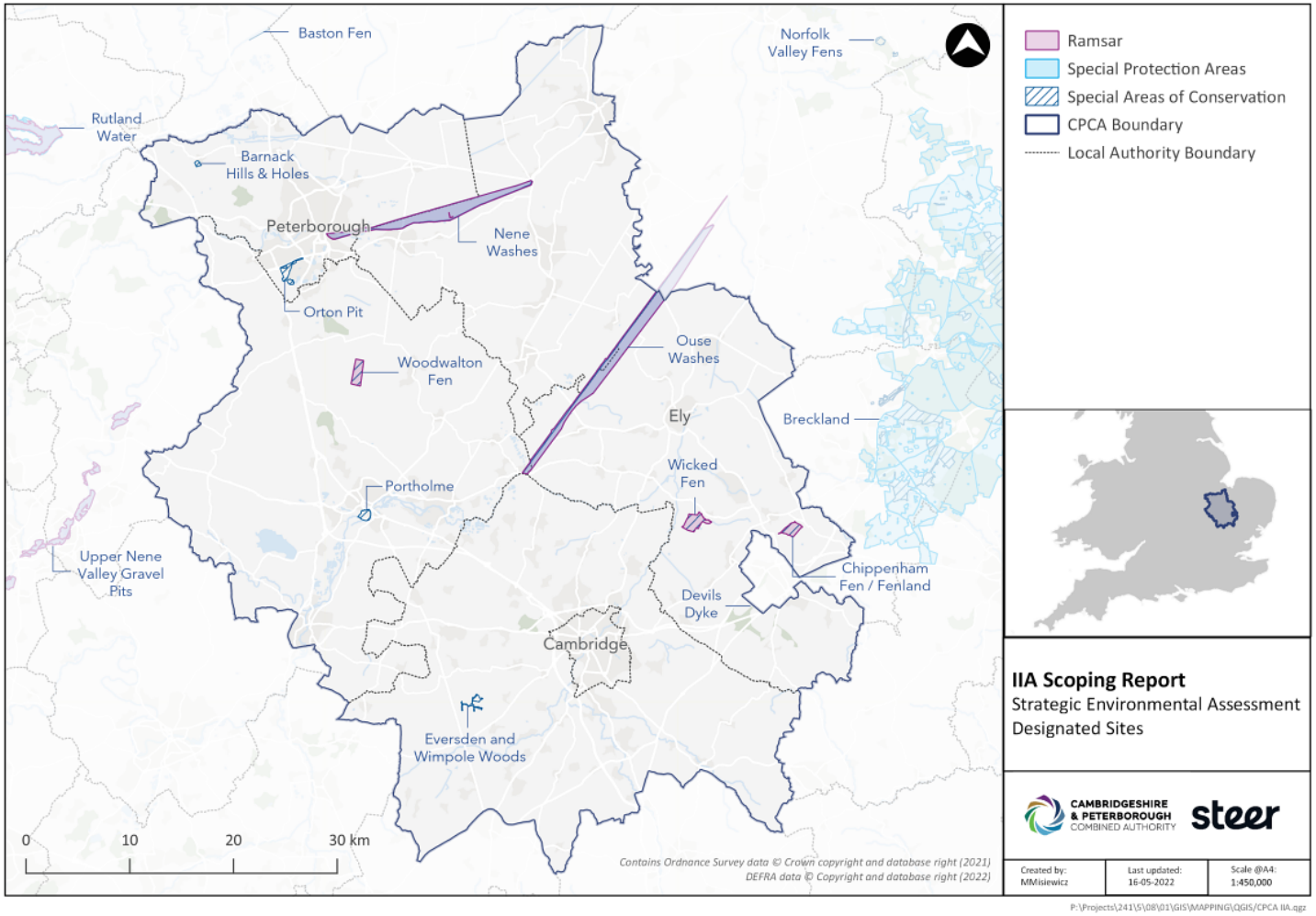
- Areas where there is physical disturbance to European sites;
- Areas where there will be land take and habitat removal which may have a direct or indirect impact on a key feature of a European site;
- Areas where there is a risk of an impact on a watercourse which may result in an impact on a key feature of a European site; and
- Areas where there is a risk of an increase in air, noise and light pollution which may have an impact on a key feature of on a European site.

3.2 The following zones have been adopted taking account of mobile species that live in a metapopulation that may occur outside of the LTCP territory but may still interact with the territory:

- An area within 30km of the LTP territory for SACs or cSACs that are designated for bats;
- An area within 20km of the LTP territory for SACs or cSACs designated for otters; and
- An area within 2km of the LTP territory for SACs, cSACs, SPAs, pSPAs, and Ramsar Sites where key features do not include bat species or otters.

3.3 The above zones account for mobile species which have ranges well outside the boundary of the designated sites. The LTCP area and European sites within the study area are shown in Figure 3.

Figure 3 European Sites within the Study Area



In-combination Effects

3.4 The in-combination effects of other plans or projects have been identified from the following sources:

- Other Transport Plans – this includes the Regional Transport Strategy and Transport Plans for adjacent local authorities.
- Local Development Plans – this includes Plans for the local authorities within the CPCA.
- Major projects – These include proposed transport projects from the Regional Transport Strategy, projects under construction from the Highways England and Network Rail websites, and planning applications for major developments.

3.5 Table 3 sets out Plans considered for in-combination effects. Individual development projects are also listed in Appendix A, Section 8. Those that were considered in the 2020 LTP are shaded in blue, whereas new or updated plans are in white. The Table also summarises the outcome of any HRA undertaken to date.

Table 3 Plans considered for in-combination effects

Plans or Project	Description
Transport Plans	
England's Economic Heartland Regional Transport Strategy[1]	CPCA falls within the EEH Area and the LTCP will therefore have some alignment in relation to policies, projects and environmental targets. The Transport Strategy includes a five-point Action Plan: • Focus on decarbonising our transport system by harnessing innovation and supporting solutions which in themselves create green economic opportunities. • Promote investment in digital infrastructure as a means of improving connectivity. • Use the delivery of strategic public transport schemes – such as East West Rail, the Cambridgeshire Autonomous Metro and Milton Keynes Mass Rapid Transit – as the catalyst for a shift towards lower carbon modes of travel. • Champion increased investment in active travel and shared transport to improve local connectivity to ensure that everyone can realise their potential. • Continue to ensure the needs of the freight and logistics sector are met whilst lowering its environmental impact. The following corridors and projects from the Strategy apply: • East West Rail: Bedford to Cambridge/ Cambridge to Ipswich • A1(M) East of England • Felixstowe to Nuneaton enhanced capacity for rail freight • Improved connectivity London-Bishops Stortford-Cambridge Corridor Details and potential locations of projects for implementing the EEH Transport Strategy have not been developed and will follow as part of implementation. Through screening for potential impacts, it was not possible to categorically demonstrate that the EEH Transport Strategy

[1] https://www.englandseconomicheartland.com/our-work/our-strategy/

	will not have any impacts upon European sites. Each individual plan and / or project will need to be subject to an Appropriate Assessment prior to consent and there will be the required level of scrutiny at this stage to protect the European sites[2].
Norfolk Local Transport Plan 4, 2021-2036[3]	The Plan includes a Strategy, including plans, policies and programmes on transport and transport infrastructure and Implementation Plan detailing proposals. The Strategy has seven objectives: Embracing the future; Delivering a sustainable Norfolk; Enhanced connectivity; Enhancing Norfolk's quality of life; Increasing accessibility; Improving transport safety; and A well-managed and maintained transport network. Through HRA screening for potential likely significant effects, it has not been possible to categorically demonstrate that the LTP4 Strategy will not have any adverse effects upon Habitats Sites. A number of policies have been screened-out at this stage due to their nugatory or beneficial effects on Habitats Sites, but other policies have been screened-in for their further consideration in an appropriate assessment. These policies are related primarily to the proposed new infrastructure or improvement schemes, many for which limited information is currently available. The LTP4 Strategy is published at a strategic level, as a result for some policies there is insufficient detail to enable a more in-depth analysis to the degree required for Appropriate Assessment. Further, detailed assessment through Appropriate Assessment is considered necessary at a project-level and on a case-by-case basis.
Suffolk Local Transport Plan 2011-2036[4]	The policy themes of the plan are: • Maintaining (and in the future improving) our transport networks; • Tackling congestion; • Improving access to jobs and markets; and • Encouraging a shift to more sustainable travel patterns. The accompanying HRA predicts a likely significant effect due to habitat loss, disturbance of birds and pollution (Brandon bypass and Breckland SPA). Mitigation measures proposed in the HRA to counter these impacts have been adopted into the LTP, primarily the requirement for project level HRA.[5]
Hertfordshire Local Transport Plan 2018-2031[6]	The Plan has the following objectives: • Improve access to international gateways and regional centres outside Hertfordshire; • Enhance connectivity between urban centres in Hertfordshire;

[2] WSP, June 2020, Information to inform Habitats Regulations Screening: **https://eeh-prod-media.s3.amazonaws.com/documents/App_G_Info_to_inform_habitats_regulations_screening_PAS.pdf**

[3] Norfolk County Council: **https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/local-transport-plan**

[4] Suffolk County Council: **https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/local-transport-plan**

[5] **https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/LTP-Strategic-HRA.pdf**

[6] Hertfordshire County Council: **https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx**

	• Improve accessibility between employers and their labour markets; • Enhance journey reliability and network resilience across Hertfordshire; • Enhance the quality and vitality of town centres; • Preserve the character and quality of the Hertfordshire environment; • Reduce carbon emissions; • Make journeys and their impact safer and healthier; and • Improve access and enable participation in everyday life through transport The HRA concluded that the LPT4 Strategy would not have an adverse effect on the integrity of the Natura 2000 network, either alone or in-combination with other plans and projects. However, it was not possible to rule out adverse effects on the Lee Valley SPA/ Ramsar as a result of rail improvements on the West Anglia Mainline and A414 Rapid Bus Transit due to insufficient detail on these projects[7].
Central Bedfordshire Local Transport Plan 3 2011-2026[8]	The Local Transport Plan sets out the Council's aims and objectives to 2026. The Plan has the following objectives: • Increase the ease of access to employment by sustainable modes; • Reduce the impact of commuting on local communities; • Increase the number of children travelling to school by sustainable modes of transport; • Improve access to healthcare provision; • Ensure access to food stores and other local services particularly in local and district centres; • Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport; • Enable the efficient and reliable transportation of freight; • Encourage the movement of freight by sustainable modes; • Minimise the negative impacts of freight trips on local communities; and • Reduce the risk of people being killed or seriously injured. The accompanying HRA does not identify any likely significant effects on European sites.
My Journey - Bedford Local Transport Plan 2011-2021[9]	The plan has the following objectives: • To provide a reliable and efficient transport system, in order to support a strong local economy and facilitate sustainable growth; • To deliver improvements that encourage a reduction in transport emissions and greenhouse gases, in order to tackle climate change and develop a low carbon community capable of adapting to the impacts of climate change;

[7] LUC, Sept 2016, Habitats Regulations Assessment for Hertfordshire LTP4: **https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/local-transport-plan-live/ltp4-hra-2018.pdf**

[8] Central Bedfordshire Council: **https://www.centralbedfordshire.gov.uk/info/55/transport_roads_and_parking/596/transport_strategy**

[9] Bedford Borough Council: **https://www.bedford.gov.uk/parking-roads-and-travel/strategies-and-projects/local-transport-plan/**

	• To promote greater equality of opportunity by providing opportunities for all residents to access key services and facilities; • To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health; • To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment; and • To gain a better understanding of travel behaviour in and out of the Borough, in order to make informed decisions on how people can be encouraged to make "smarter" sustainable travel choices. The HRA states that the LTP3 will not have significant effects on the European Sites considered either alone or in combination with other plans and policies identified. The screening report does identify minor potential for impacts to adversely effect European Sites. Where this is the case however, impacts are not regarded to be significant or are not caused or notably enhanced by the policies of the LTP3[10].
Northamptonshire Transportation Plan 2011-2026[11]	The plan has six strategic aims: • Fit for the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County; • Fit for the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live; • Fit to Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make; • Fit for Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth; • Fit for the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment; and • Fit for Best Value - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding. No HRA record available online.
Moving Rutland Forward: Local Transport Plan 4 2018-2036[12]	The plan has been developed with the following vision: • To facilitate delivery of sustainable population and economic growth; • To meet the needs of our most vulnerable residents; and • To support a high level of health and wellbeing (including combating rural isolation).

[10] Bedfordshire Council, January 2011, Habitats Regulations Assessment Screening: **https://centralbedfordshire.app.box.com/s/t1toahx2x1mucogpl1e2mkqg74hq5mun**

[11] Northamptonshire Highways: **https://www.northamptonshire.gov.uk/councilservices/northamptonshire-highways/transport-plans-and-policies/Pages/local-transport-plan.aspx**

[12] Rutland County Council: **https://www.rutland.gov.uk/my-community/transport/transport-strategy/**

	The accompanying HRA does not identify any likely significant effects on European sites.
Lincolnshire Local Transport Plan 2013-2023[13]	The plan has the following objectives: • To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network; • To improve access to employment and key services by widening travel choices, especially for those without access to a car; • To make travel for all modes safer and, in particular, reduce the number and severity of road casualties; • To maintain the transport system to standards which allow safe and efficient movement of people and goods; • To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including Heavy Goods Vehicles (HGVs); • To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment; • To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems; and • To minimise carbon emissions from transport across the county. The HRA screening process noted that possible significant impacts could arise from some specific schemes or projects implemented in accordance with the LTP4. There is also potential for multiple plans to have in-combination effects with schemes implemented in accordance with the LTP4. Because of this uncertainty, the potential for schemes to affect Natura 2000 sites included within the HRA should be considered again when carrying out further HRA work at the project level or when preparing more detailed lower tier plans.
CPCA Local Plans	
Peterborough Local Plan, 2019[14] (to 2036)	The Plan contains the most appropriate planning policies for the growth and regeneration of Peterborough and the surrounding villages up to 2036. It has a number of overarching objectives from the sustainability appraisal process. Where there is a major development proposal which requires its own (on-site and/or off-site) infrastructure, and the proposal is subject to Environmental Impact Assessment (EIA) and/or project level Appropriate Assessment under the Habitats Regulations, the council will require the developer to consider the likely effects of the development and all of its supporting infrastructure as a whole, so that potential in-combination effects can be fully assessed before any decisions are taken.
Cambridge Local Plan, 2018[15] (to 2031)	The local plan sets out the way the City will meet the development needs of Cambridge to 2031. Over that time the city has plans to grow significantly; supporting the nationally important economic contribution the city makes and the factors that are inseparable from that success, seen in the exceptional quality of life and place that Cambridge benefits

[13] Lincolnshire County Council: **https://www.lincolnshire.gov.uk/directory-record/61695/local-transport-plan**

[14] Peterborough City Council: **https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan**

[15] Cambridge City Council: **https://www.cambridge.gov.uk/local-plan-2018**

	from. The policies of the plan set out how we will meet the important development needs that must be accommodated, but also how we intend to protect this special city's outstanding heritage and environmental assets. (See below for HRA)
South Cambridgeshire Local Plan, 2018[16]	The Local Development Framework was subject to an HRA screening and found to have no likely significant impact on a Natura site or a Ramsar site. There are in addition four Area Actions Plans within the LDF that provide guidance for major development areas within the district, two of which were carried out jointly with Cambridge City Council. All four Action Plans were subject to an HRA and found not to impact on a Natura site or a Ramsar site.
Greater Cambridge Local Plan (ongoing)[17]	Cambridge City Council and South Cambridgeshire District Council once completed will create a joint approach to planning and building in Greater Cambridge to 2041. Consultation to date includes a Call for Sites and sites for potential new infrastructure, evidence base, strategic options and sustainability appraisal. HRA is still under development.
East Cambridgeshire Local Plan, 2015 and Review[18] (to 2031)	The Council is undertaking a Single-Issue Review of the East Cambridgeshire Local Plan 2015. The review re-examines the appropriate level of housing growth, to ensure there is sufficient housing land supply, the majority of the Local Plan 2015 will not be amended. The screening found that the majority of policies in the Plan were unlikely to have a significant effect on Natura 2000 sites alone. However, the screening identified a small number of policies and a number of site allocations (for housing, employment, mixed-use and leisure development) where there is potential for likely significant adverse effects on the integrity of Natura 2000 sites, and so these were considered in more detail as part of Stage 2 Appropriate Assessment. Following further consideration, the Appropriate Assessment concludes that the identified impacts of the East Cambridgeshire Local Plan are unlikely to be significant, alone or in combination with other plans or projects[19].
Huntingdonshire Local Plan, 2019[20] (to 2036)	The Local Plan identifies key areas of land for development and includes policies against which all planning applications are considered. A holistic approach to social, economic and environmental issues lies at the core of

[16] South Cambridgeshire District Council: **https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/**

[17] Cambridge City Council and South Cambridgeshire District Council **https://www.greatercambridgeplanning.org/emerging-plans-and-guidance/greater-cambridge-local-plan/#a1**

[18] East Cambridgeshire District Council: **https://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan-2015; https://www.eastcambs.gov.uk/local-development-framework/local-plan-review**

[19] ECDC, Habitats Regulations Assessment, East Cambridgeshire Local Plan: **https://www.eastcambs.gov.uk/sites/default/files/HRA%20Appropriate%20Assessment%20Post%20Submission%20Local%20Plan%20-%20published%2015.6.18.pdf**

[20] Huntingdonshire District Council: **https://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/**

	the Local Plan reflecting the presumption in favour of sustainable development. The AA concludes that, provided the wastewater treatment works can prevent further phosphates entering the River Great Ouse, the Plan will not have adverse effects on site integrity of any European site[21].
Fenland Local Plan, May 2014 (to 2031) and Emerging Local Plan (to 2040)[22]	Once adopted, the new Local Plan will replace the current Fenland Local Plan. Consultation has been undertaken to date includes Issues and Options Document, a call for sites, nominations for Local Green Spaces and Sustainability Appraisal Scoping Report. The conclusions for HRA for the adopted Plan, considered it to be acceptable in terms of not resulting in harm to protected habitats. This conclusion was primarily driven by the fact that the growth, in general terms, is strongly directed to the four main market towns which are generally a significant distance from protected sites. There was previous uncertainty regarding residential growth noth of Whittlesey and potential for significant effects on the Nene Washes especially as a result of the potential for increased recreational use, however this growth was subsequently removed from the Plan[23].

3.17 Projects which have been identified for screening are in Table 12 of Appendix A.

[21] Bodsey Ecological Limited, May 2107, Huntingdonshire Local Plan Habitats Regulations Assessment: **https://www.huntingdonshire.gov.uk/media/2684/habitats-regulations-assessment-2017.pdf**

[22] Fenland District Council: **https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan---Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf** and **https://fenland.gov.uk/newlocalplan**

[23] Fenland District Council, Sept 2013, Fenland Core Strategy Habitats Regulations Assessment: **https://fenland.gov.uk/media/8576/CD005-Screening-HRA-update-Sept-13-vfinal/pdf/CD005_-_Screening_HRA_-_update_Sept_13_vfinal.pdf?m=637269477865070000**

4 Identification and Management of European Sites

4.1 European sites within the study area are shown in Figure 3 above. These remain the same as those considered for the 2020 LTP and no new sites have been designated. Sites and their qualifying features are set out in Table 4 and Table 5 below. Table 7, Appendix A sets out the management status of sites. Table 5 Special Protection Areas and Ramsar sites and their key qualifying features

Table 4 Special Areas of Conservation and their key qualifying features

Special Area of Conservation	Annex I habitats that are a primary reason for selection of this site	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Annex II species that are a primary reason for selection of this site	Annex II species present as a qualifying feature, but not a primary reason for site selection	Location in relation to the Plan
Ouse Washes			Spined loach (*Cobitis taenia*)		Within the Plan boundary
Nene Washes			Spined loach (*Cobitis taenia*)		Within the Plan boundary
Orton Pit	Hard oligo-mesotrophic waters with benthic vegetation of *Chara spp*		Great Crested Newt (*Triturus cristatus*)	-	Within the Plan boundary
Fenland	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Calcareous fens with *Cladium*			Spined loach (*Cobitis taenia*) Great crested newt (*Triturus cristatus*)	Within the Plan boundary

	mariscus and species of the *Caricion davallianae*.				
Portholme	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)				Within the Plan boundary
Devils Dyke	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (*important orchid sites)				On the boundary of the Plan Area
Eversden and Wimpole Woods			Barbastelle bats - (*Barbastella barbastellus*)		Within the Plan boundary
Barnack Hills and Holes	Semi-natural dry grasslands and - - - scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)				Within the Plan boundary

Table 5 Special Protection Areas and Ramsar sites and their key qualifying features

Special Protection Area and Ramsar Site	Key qualifying features	Location in relation to the Plan
Nene Washes SPA and Ramsar	The site supports an important assemblage of nationally rare breeding birds. In addition, a wide range of raptors occur through the year. The site also supports several nationally scarce plants, and two vulnerable and two rare British Red Data Book invertebrate species have been recorded. Species/populations occurring at levels of international importance. Species with peak counts in winter: Tundra swan (*Cygnus columbianus bewickii*), NW Europe 694 individuals, representing an average of 2.3% of the population (5-year peak mean 1998/9-2002/3)	Within the Plan boundary

Ouse Washes SPA and Ramsar	The site is one of the most extensive areas of seasonally-flooding washland of its type in Britain. The site supports several nationally scarce plants, including small water pepper (*Polygonum minus*), whorled water-milfoil (*Myriophyllum verticillatum*), greater water parsnip (*Sium latifolium*), river water-dropwort (*Oenanthe fluviatilis*), fringed water-lily (*Nymphoides peltata*), long-stalked pondweed *(Potamogeton praelongus*), hair-like pondweed (*Potamogeton trichoides*), grass-wrack pondweed (*Potamogeton compressus*), tasteless water-pepper (*Polygonum mite*) and marsh dock Rumex palustris. Invertebrate records indicate that the site holds relict fenland fauna, including the British Red Data Book species large darter dragonfly (*Libellula fulva*) and the rifle beetle (*Oulimnius major*). The site also supports a diverse assemblage of nationally rare breeding waterfowl associated with seasonally-flooding wet grassland. Assemblages of international importance: Species with peak counts in winter: 59,133 waterfowl (5-year peak mean 1998/99-2002/2003) Species/populations occurring at levels of international importance Species with peak counts in winter: Tundra swan (*Cygnus columbianus bewickii*), NW Europe 1,140 individuals, representing an average of 3.9% of the population (5-year peak mean 1998/9-2002/3) Whooper swan (*Cygnus cygnus*), Iceland/UK/Ireland 653 individuals, representing an average of 3.1% of the population (5-year peak mean 1998/9-2002/3) Eurasian wigeon (*Anas penelope*), NW Europe 22,630 individuals, representing an average of 1.5% of the population (5-year peak mean 1998/9-2002/3) Gadwall (*Anas strepera strepera*), NW Europe 438 individuals, representing an average of 2.5% of the GB population (5-year peak mean 1998/9-2002/3) Eurasian teal (*Anas crecca*), NW Europe 3,384 individuals, representing an average of 1.7% of the GB population (5-year peak mean 1998/9-2002/3) Northern pintail (*Anas acuta*), NW Europe 2,108 individuals, representing an average of 3.5% of the population (5-year peak mean 1998/9-2002/3) Northern shoveler (*Anas clypeata*), NW & C Europe 627 individuals, representing an average of 1.5% of the population (5-year peak mean 1998/9-2002/3)	Within the Plan boundary
Upper Nene Gravel Pits	Assemblages of international importance: Species with peak counts in winter: 23,821 individual water birds (5-year peak mean 1999/2000 – 2003/04) Species/populations occurring at levels of international importance Species with peak counts in winter: Mute swan (*Cygnus olor*) 629 individuals – wintering 5-year peak mean 1999/2000 – 2003/04 1.7% Britain	3.5 km West of the Plan boundary

	Gadwall (*Anas Strepera*) 773 individuals – wintering 5-year peak mean 1999/2000 – 2003/04 2.0% strepera, NW Europe (breeding)	
Wood Walten Fen Ramsar (part of Fenland SAC)	The site is within an area that is one of the remaining parts of East Anglia which has not been drained. The fen is near natural and has developed where peat-digging took place in the 19th Century. The site has several types of open fen and swamp communities. The site supports two species of British Red Data Book plants, fen violet, (*Viola persicifolia*) and fen wood-rush (*Luzula pallidula*). Woodwalton also supports a large number of wetland invertebrates including 20 British Red Data Book species. Aquatic beetles, flies and moths are particularly well represented.	Within the Plan boundary
Chippenham Fen (part of Fenland SAC)	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	Within the Plan boundary
Wicken Fen (part of Fenland SAC)	One of the most outstanding remnants of the East Anglian peat fens. The area is one of the few which has not been drained. Traditional management has created a mosaic of habitats from open water to sedge and litter fields. The site supports one species of British Red Data Book plant, fen violet (*Viola persicifolia*), which survives at only two other sites in Britain. It also contains eight nationally scarce plants and 121 British Red Data Book invertebrates.	Within the Plan boundary
Breckland	The site qualifies under Article 4.1 of t Directive (79/409/EEC) as it is used regularly by 1.0% or more of the Great Britain populations of 1km east. the following species listed in Annex I in any season: Stone curlew (Burhinus oedicnemus) 115 pairs – breeding 5 year mean (1994 – 98) 60.1% GB Nightjar (Caprimulgus europaeus) 415 males – breeding Count as at 1998 12.2% GB Woodlark (Lullula arborea) 430 pairs – breeding Count as at 1997 28.7% GB	1km east of Plan boundary

5 Assessment of Likely Significant Effects

5.1 Potential effects arising from transport policies and projects comprise:

- Habitat loss - including loss of breeding, foraging and resting sites
- Habitat fragmentation – including changes to habitat structure and function
- Wildlife casualties – due to increased frequency of traffic
- Disturbance and/or displacement of species due to increased frequency of traffic, pedestrians (and dogs), cyclists.
- Air pollution for designated sites within 200m
- Noise and vibration
- Artificial lighting
- Water pollution
- Contamination

Assessment of Policies

5.2 The majority of policies remain the same as within LTP3, the assessment of these policies is presented in Table 8, Appendix A. In isolation, the following policies were considered to have the potential for adverse effects on European sites due to the effects of their implementation:

- Invest in our highway network to improve accessibility;
- Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail;
- Support the region's visitor economy through efficient passenger connectivity at Harwich;
- Improving connectivity to international gateways and larger centres;
- Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad;
- To improve access to the green spaces for all;
- Explore options to expand the rail network to link to new settlements, corridors and growth areas;

- Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility; and
- Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad.

5.3 However, the LTCP contains other policies, which act in conjunction with the policies listed above to ensure that the project does not have the potential for significant adverse effects on European Sites:

- Reducing air pollution through supporting zero and low emissions through transport options and developing green infrastructure;
- Reducing vehicle emissions
- Monitoring and reducing noise pollution
- Protection and enhancement of the natural environment

5.4 There are also two new policy areas under development, and these are assessed in Table 6 below.

Table 6 Assessment of new LTCP Policies and identification of potential impacts

Policy	Description	Potential impact.
Digital	The Cambridgeshire and Peterborough Digital Connectivity Strategy 2021-2025[24] and include rollout of superfast broadband, greater mobile coverage, advanced connectivity and access and inclusion.	While the development of telecommunications infrastructure is outside the scope of the LTCP, policies may indirectly lead to small-scale works, the majority of which will be within the built environment. However, some development may affect limited areas of greenfield land such as installation of cabling and new masts. It is assumed that project level siting by telecommunications companies would avoid any impact on protected sites due to legal requirements.
Decarbonisation	Policies for decarbonisation are still under development by the CPCA and will be informed by ongoing studies.	While there is some uncertainty over the policies, it is unlikely there would be any negative impact on protected sites, due to the nature of the policies. There may be positive impacts from reduced carbon emissions and contribution to mitigating climate change.

[24] CPCA, 2021, Digital Connectivity Strategy 2021-2025: https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/digital-sector-strategy/Digital-Connectivity-Infrastructure-Strategy-2021-2025-Nov-2021.pdf

Assessment of Projects

5.5 Table 6 above identifies project changes made since the previous HRA Screening. Previous project assessments are shown in Appendix A. The potential impacts of projects brought through under the terms of the 202 LTP will be assessed as their design progresses. There are also several new projects which are assessed below.

Table 7 Assessment of new LTCP Projects

Project	Description	Potential impacts
Snailwell Loop	Reopening the 'Snailwell Loop' Would provide a direct service between Newmarket and Cambridge by reinstating a portion of the line removed in 1965. This would allow passengers to travel from Soham direct to Cambridge without changing at Bury St Edmunds or Ely.	Chippenham Fen (Special Area of Conservation, Ramsar site, National Nature Reserve) – 3km north adjacent to the existing railway. Reinstatement of the Snailwell Loop would increase frequency of trains through this area. There are unlikely to be significant effects on qualifying features, wetland habitat and invertebrates.
ZEBRA Demand Responsive Transport - Zero Emission Buses Future Bus Network 2030	Funding for 30 Zebra buses as part of the Zero Emissions Bus Regional Area programme. Demand responsive travel uses technology (mobile app and call centre) to enable people in areas without public transport to pre-book their journey from walking distance of their home to key destinations. The Future Bus Network will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours.	Potential benefits due to reduced emissions and improved air quality, although unlikely to be linked to European Sites.

Alternative bus station in Huntingdon	A study to identify an alternative location for Huntingdon Bus Station is proposed due to existing issues around location and congestion.	The project is at an early stage (pre-feasibility) so no location has been identified, however it is likely that an urban location is required. The nearest European Site is Portholme Meadows SAC on the outskirts of Huntingdon.
Cambourne to Cambridge Bus Improvements	A new route, bypassing other road traffic, will provide a public transport alternative to avoid congestion and make quicker journeys, with provision for walking and cycling, in addition to a new travel hub including park and ride off the A428/A1303.	The Outline Business case for the projects identified potential for effects on Eversden and Wimpole Woods SAC SSSI. Third party data has identified barbastelle activity (including roosts) within Bourn Airfield (Turley, 2018). The surveys found that the barbastelle bats present may be associated with the SAC, but no clear link was established. Habitat within Bourn Airfield provides suitable foraging and commuting habitat for this species and therefore is considered to be functioning habitat of the SAC. None of the proposed Options would result in direct habitat loss of the SAC and no known barbastelle roosts would be lost. However, the data available indicates that some of the options for Phase 2 would require the removal of habitats along known bat flight lines used by barbastelles which may be part of the SAC population. Alongside the Environmental Impact Assessment (EIA), a Habitats Regulation Assessment (HRA) will be produced and any mitigation will be developed in addition to the mitigation proposed for the separate airfield development.[25] A consultation is underway on options for the scheme prior to the EIA.
E-scooter Trial and E-bikes Thorpe Wood cycleway	The CPCA have been successful in the latest round of bidding from central government for active travel improvements, including cycling and walking improvements. Cambridge participated in the Department for Transport (DfT) e-scooter trial schemes, which commenced in 2020 and are due to end in November 2022. For 2022/23 the expansion of the E-bike	Potential benefits due to reduced emissions and improved air quality, although unlikely to be linked to European Sites.

[25] Mott MacDonald, 2020, Environmental Appraisal Report, Outline Business Case – Appendix I **https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/C2C/C2C-OBC-Jan-2021/C2C-OBC-2020-Environmental-Appraisal-Report-Appendix-I.pdf**

	service across Cambridgeshire and Peterborough will be considered.	
EV Charging Schemes and Outcomes from AFVS	The Combined Authority and New Anglia LEP have commissioned an Alternative Fuels Strategy (AFS) for East Anglia and include battery, electric, hydrogen fuel cell and renewable natural gas vehicles. It looks at how uptake can be boosted including requirement for EV Charging infrastructure.	Potential benefits due to reduced emissions and improved air quality, although unlikely to be linked to European Sites.
20 is plenty Active travel First and last mile (including freight)	These interventions either reduce vehicle speeds in urban areas or encourage a shift to active travel, primarily cycling and walking.	Potential benefits due to reduced emissions and improved air quality, although unlikely to be linked to European Sites.

6 In-combination Effects

6.1 The updated plans and projects set out in section 5 was reviewed against the updated LTCP policies and projects, in addition to plans and projects carried through from the 2020 LTP. Section 8 of Appendix A shows the results from the previous HRA.

Plans and Policies

6.2 The review identified where likely significant effects for other plans cannot be ruled out at the screening stage and/or required mitigation, for example:

- Uncertainty in relation to Strategies and Plans where there is insufficient information to rule out significant effects (England's Economic Heartland, Norfolk LTP, Lincolnshire LTP).
- Potential for significant effects on European sites in adjacent plan areas – Suffolk (Breckland SPA, within the LTCP study area); Hertfordshire (Lee Valley SPA/ Ramsar, not within the LTCP study area).
- Peterborough requires further HRA where major development is proposed.

6.3 The review concluded similar results to the 2020 LTP, that no in-combination effects from the LTCP policies were identified at this stage. There are potential beneficial effects, particularly for reducing carbon emissions which will indirectly reduce vulnerability of Sites to impacts from climate change.

Projects

6.4 In 2018 Bourn Airfield was allocated in the South Cambridgeshire Local Plan for the development of a new village of approximately 3,500 homes. In 2019 South Cambridgeshire District Council adopted the Bourn Airfield New Village Supplementary Planning Document.

6.5 Table 7 above notes that the Outline Business case for the Cambourne to Cambridge Bus Improvements identified potential for effects on barbastelle bat populations associated with Eversden and Wimpole Woods SAC. Third party data has identified barbastelle activity (including roosts) within Bourn Airfield (Turley, 2018). Habitat within Bourn Airfield provides suitable foraging and commuting habitat for this species and therefore is considered to be functioning habitat of the SAC. The data available indicates that some of the options for Phase 2 would require the removal of habitats along known bat flight lines used by barbastelles which may be part of the SAC population.

6.6 A Report on the Habitat Regulations Assessment[26] to support an Outline Planning Application for Bourn Airport, identifies that if there is a link between Barbestrelle bats (*Barbastella barbastrullus*) using the Airfield and those of the SAC the bats could be negatively affected by:

[26] Thompson Environmental Consultants, November 2019, Report to Inform Habitat Regulation Appropriate Assessment, Bourn Airfield (available on planning portal: **https://applications.greatercambridgeplanning.org/online-**

- Loss of roosting opportunities.
- Disturbance of bat roosting, foraging or commuting habitat by lighting.

6.7 The report also considered recreational disturbance from residential development, although this is not a potential impact of the Cambourne to Cambridge bus scheme. The report notes that the proposed development at Bourn Airfield incorporates significant areas of green infrastructure. This includes provision of new green infrastructure areas to buffer ecological areas and provide greater connectivity, retention of woodland habitat corridors, enhancement of existing waterbodies and creation of additional waterbodies. It was considered that the mitigation measures embedded into the Development should minimise the potential loss of roosting opportunities and prevent the loss of (and potentially enhance) commuting routes. Additional mitigation (including bat survey updates and appropriate avoidance/mitigation for any further roosts identified through survey updates) would be required to ensure that no loss, damage or disturbance to barbastelle bat roosts as a result of the Proposed Development occur. Additional mitigation, including a sensitive lighting scheme, would also be required to minimise disturbance to the bats by light.

6.8 There is potential for in-combination effects from residential development and the Cambourne to Cambridge Bus Improvement in relation to loss of roosting opportunities and disturbance from lighting. A consultation is underway on options for the scheme and once a preferred option is decided and design information available, including vegetation loss and lighting, HRA will need to determine if there is an adverse effect on the site.

applications/files/6F1E2F93E75F75B9B8182038D6CE2FED/pdf/S_3440_18_OL-AMENDED_ES_Appendix_11_Report_to_inform_HRA_Appropriate_Assessment-5110976.pdf)

7 Conclusions

7.1 An assessment of likely significant effects on European sites within 2.0km (20.0km for otter SAC's and 30.0km for bat SAC's) of the Local Transport and Connectivity Plan was undertaken. 13 European sites were identified as being within the Zone of Influence of the Plan.

7.2 The proposed Plan is not directly connected with or necessary to the management of any of the European Sites, and consequently a screening assessment has been completed.

7.3 The HRA screening for the previous 2020 LTP considered that the proposed Local Transport Plan, either alone or in-combination, is not likely to have a significant effect on any European site or their associated features. However, the potential impacts of projects brought through under the terms of the Local Transport Plan would also need to be assessed as their design progresses. Any likely significant effects arising from individual projects will be assessed and where required mitigation identified during the appropriate assessment implemented.

7.4 This screening also concluded that the Local Transport Plan policies are unlikely to result in a likely significant effect on any European site or their associated features. However, likely significant effects could not be ruled out for some projects and HRA will need to be undertaken as design progresses. This includes the new Cambourne to Cambridge bus improvement project, either alone, or in-combination with the Bourn Airfield residential development. Further HRA is proposed as part of the planning application for the bus improvement project, when a preferred route option and design detail is known.

Appendix A – Habitats Regulations Assessment 2020

MOTT MACDONALD

Cambridgeshire and Peterborough Combined Authority Local Transport Plan

Habitats Regulation Assessment Task 1 Screening

December 2019

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
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B	15 May 2019	C Williams	J Bates	C Probert	Changes to draft LTP Steer comments and policy changes
C	17 May 2019	C Williams	J Bates	C Probert	Steer comments
D	December 2019	C Williams	Z Costas-Michael	J Bates	Policy changes
E	December 2019	C Williams	Z Costas-Michael	J Bates	List of Projects

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Executive summary

This Strategic Habitats Regulations Assessment has been prepared to inform of the implications of the proposed Cambridgeshire and Peterborough Combined Authority Local Transport Plan on European Sites, as a requirement of Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

An assessment is required under the Regulations for any proposed plan or project which may have a significant effect on one or more European sites or an impact of the plan which may affect the management of those sites. The purpose of the assessment is to determine whether or not the plan is likely to have significant effects on European sites and to suggest ways in which they could be avoided or if mitigation measures are required to negate or reduce any likely effects that the plan may cause.

13 European sites lie within the zone of influence of the Local Transport Plan have been assessed to determine likely significant effects arising as a result of the implementation of the plan on any designated feature. A significant effect is determined as any deleterious effect on any designated feature which would cause that feature to be degraded to such a degree that the conservation objective of the European site is undermined.

This screening has concluded that there are no likely significant effects on any European site arising through adoption of the Local Transport Plan either alone or in combination with other reasonably foreseeable plans and projects.

1 Introduction

1.1 Background

The Cambridgeshire and Peterborough Devolution Deal gives the Cambridgeshire and Peterborough area greater local control over policy decisions covering transport, skills and business support. In light of this, the Cambridgeshire and Peterborough Combined Authority (CPCA) is responsible for developing a statutory Local Transport Plan (LTP) for the region. This Strategic Habitats Regulations Assessment has been prepared to inform the Natural England ("the Competent Authority") of the implications of the LTP on European Sites, as a requirement of Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

Mott MacDonald Limited has been appointed by CPCA to undertake a Strategic Habitat Regulations Assessment of the LTP. The initial screening has been undertaken and is reported here.

The Transport Act 2000 (as amended by the Local Transport Act 2008) requires local transport authorities to produce an LTP. Under the Cambridgeshire and Peterborough Combined Authority Order, 2017, the CPCA is now the Local Transport Authority with strategic transport powers for the area previously covered by Cambridgeshire County and Peterborough City Councils.

This document has been prepared to assist the Competent Authority to assess the implications of the LTP on European sites or their management. A plan or project cannot be given consent unless it can be determined that it would not have a likely significant effect (adverse) on the integrity of a European site. Where adverse effects are considered likely further assessment is required to determine the scale of the effect and propose mitigation or alternatives that would not have a significant effect. Any plan or project which is not directly connected with or necessary to the management of a European site must be subjected to an assessment. The LTP is regarded to have the potential to impact European sites and therefore this screening has been completed in accordance with the relevant legislation. The legislation and process of the assessment is further explained in Chapter 3 of this report.

1.2 Structure of this report

The findings of this Habitats Regulations Assessment (HRA) Task 1 Screening document is documented in this report. The structure of this report includes the following elements:

Task 1 Screening

- Chapter 2: Description of Local Transport Plan;
- Chapter 3: Methodology;
- Chapter 4: Habitats Regulation Assessment Framework;
- Chapter 5: Identification and Management of European Sites;
- Chapter 6: Characteristics of the European Sites;
- Chapter 7: Assessment of Likely Effects;
- Chapter 8: In-Combination Effects;
- Chapter 9: Consultations; and
- Chapter 10: Conclusion.

1.3 Experience of the authors

The experience of those involved in the production of this assessment is included in Table 1 below.

Table 1: Experience of Authors

Name	Role	Title	Experience
Amy Anderson	Author	BSc Environmental Geoscience, PhD Aquatic Ecology	8 years' experience in academia and environmental consultancy. Assessing impact of anthropogenic activities on natural processes
Clive Williams	Author	BSc (Hons) Applied Geology, MSc Industrial Mineralogy, CGeol, SiLC, SQP	25 years' in environmental consultancy preparing Environmental Impact Assessment (EIA), Strategic Environmental Assessment (SEA) and HRA
Katie Partington	Author	BSc (Hons) Dip Arb L4 (ABC)	8 years working in Local Authority advising on ecology, biodiversity and arboriculture issues. Three years working in the private sector as an Environmental Consultant, specialising in EIA and ecology. Significant experience in assessing schemes for environmental impact, communicating advice and negotiating environmental gains.
Joanne Bates	Checker	BSc (Hons) CEnv MIEEM	19 years across a multitude of sectors. Specific Strategic Habitats Regulations Assessment (sHRA) and Assessment of Implications on European Sites (AIES) highway or linear project experience has been obtained whilst seconded to South Wales Trunk Road Agency, Highways England project schemes and employer's agent on Welsh Government major road schemes.
Caspar Probert	Approver	BEng (Hons), MCIWEM, CWEM	Over 20 years' experience in the field of environmental consultancy and assessment of development impact. Extensive experience in the field of SEA, EIA, ecological assessment and environmental mitigation.

1.4 Limitations

Mott MacDonald Limited has used published data and information gathered from the project team in the production of this Screening Report. In order to produce this sHRA, Mott MacDonald has relied on published data and information provided by CPCA and from third party organisations. This assessment has been undertaken in accordance with information that is in the public domain along with the proposed LTP which is yet to be formally published.

The baseline information collected in this Screening Report is the most up-to-date information currently available at the time of the production of this report. It is possible that conditions described in this report may change over time and the baseline information will be reviewed and up-dated as appropriate throughout the SEA and HRA process. The consultation process aims to address and minimise any gaps in information to ensure all potential environmental and socio-economic effects have been considered.

The authors have used professional judgement to assess the potential impacts and the significance of these on European sites. The precautionary principal has been used where there is reasonable scientific uncertainty.

2 Description of the Local Transport Plan

2.1 Background

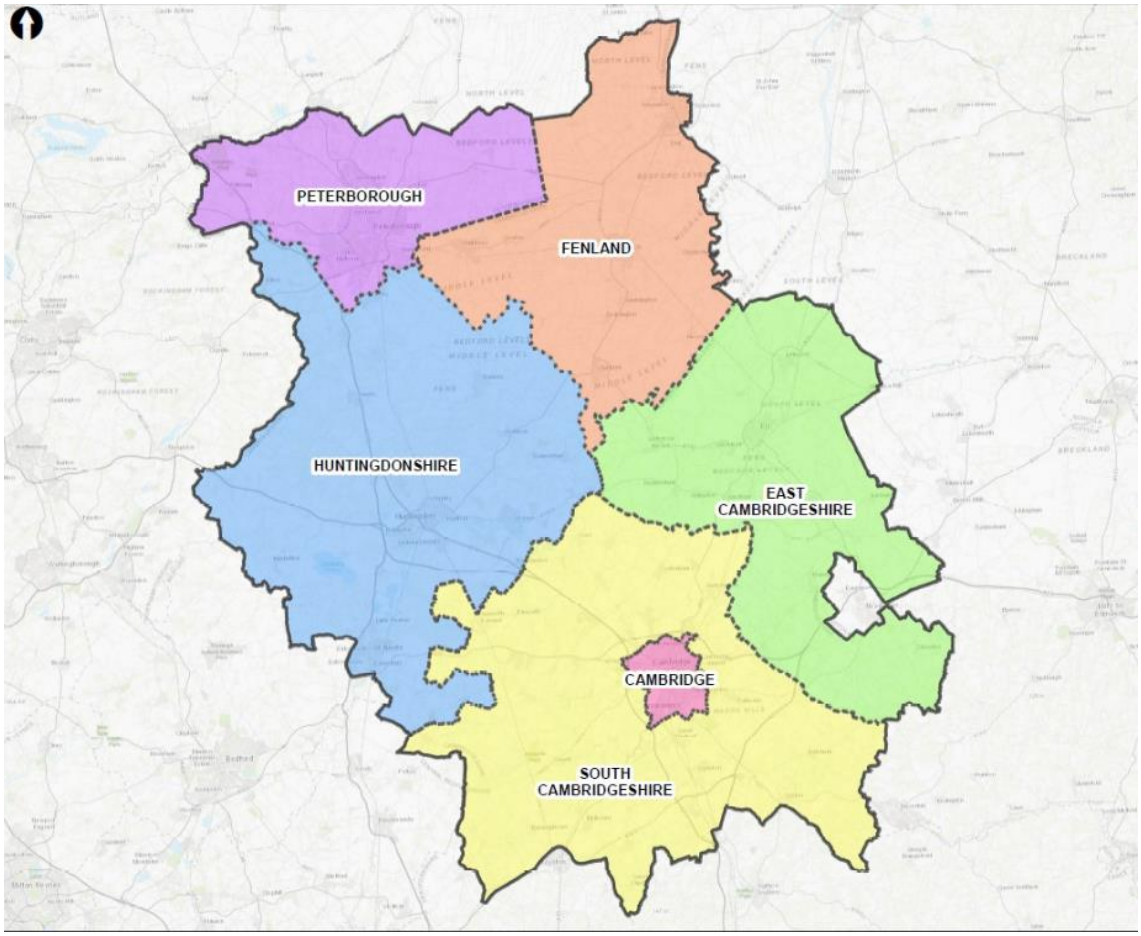
Good transport is a vital factor in building sustainable local communities and one of the United Nations (UN) Sustainable Development Goals (SDG). It contributes to the achievement of stronger, safer and healthier communities, equality and social inclusion, environmental objectives and more successful local economies. The LTP is a vital framework in helping the CPCA work with stakeholders to strengthen its place-shaping role and its delivery of transport services to the community.

The current LTP for the Cambridgeshire and Peterborough area is an amalgamation of the two LTPs previously prepared by both councils. This was necessary to ensure that that the CPCA complied with its statutory duty to produce an LTP following the formation of the CPCA. As a result, the current LTP does not fully reflect the aspirations of the CPCA as set out by the Mayor and in the wider CPCA 2030 Strategy and so a new LTP is being developed. This new LTP covers the geographical areas of Cambridgeshire and Peterborough (see Figure 1), and includes the following Local Authorities:

- Cambridge City Council;
- East Cambridgeshire District Council;
- Fenland District Council;
- Huntingdonshire District Council;
- Peterborough City Council; and
- South Cambridgeshire District Council;

The new Cambridgeshire and Peterborough LTP will include policies and projects, designed to deliver the Plan's objectives. Transport policy and strategy documents (including the previous LTPs) have been reviewed to create a long-list of policies and projects for inclusion within the Plan. The long-list of projects has been reviewed with Local Authority officers to ensure that those taken forward are 'current' and reflect local priorities.

Figure 1: Cambridgeshire and Peterborough Local Transport Plan Area



Source: Mott MacDonald 2019

2.2 Objectives of the Local Transport Plan

The LTP has three goals:

Economic – Deliver economic growth and opportunity for all our communities;

Social – Provide an accessible transport system to ensure everyone can thrive and be healthy; and

Environmental – Protect and enhance our built, natural and historic environment and implement measures to achieve net zero carbon.

Underpinning these goals are 10 objectives with 76 associated policies (Table 2) and 10 Modal Policies with 31 associated policies (Table 3).

Table 2: LTP Policies

Objective	Policy Theme	Policies
1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Enabling development	Deliver strategic transport and complementary connectivity infrastructure
		Early engagement with developers
		Secure developer contributions for strategic and local infrastructure
2. Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity	Connecting developments sustainably	Support the provision of sustainable connectivity to and within developments
		Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development
		The design of parking
	Expanding labour markets	Support measures to reduce peak demand on the highway network
		Improve the accessibility and connectivity of our public transport links to expand our labour market catchments
		Invest in our highway network to improve accessibility
3. Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Accessing ports and airports	Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail
		Support improved road and rail connectivity to nearby airports, in particular at Stansted
		Support the region's visitor economy through efficient passenger connectivity at Harwich
		Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority
	Supporting the local visitor economy	Improving connectivity to international gateways and larger centres
		Delivering an integrated transport network navigable by passenger who are visiting the region for the first time
		Delivering sustainable transport connectivity to tourist destinations in rural areas
		Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure
	Supporting business clusters	Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad
		Improve local connectivity to bring firms and organisations in our towns and cities closer together
	Freight	Promoting rail freight
		Promoting and enforcing appropriate Heavy Commercial Vehicle routing
		Promoting sustainable urban freight distribution
		Improving road freight facilities
		Supporting efficient air freight and the aviation sector
		Managing the risks to the transport network presented by climate change

Objective	Policy Theme	Policies
4. Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Building a resilient and adaptive transport network to climate change	Sustainable road network maintenance
		Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change
	Maintaining and managing the transport network	Standardising highways and transport asset maintenance standards and performance indicators
		Supporting highway authorities in minimising the whole life costs of the highway
		Addressing the challenges of climate change and enhancing our communities and environment
5. Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	Safety for all – a safe systems approach	A multi-agency approach to improving road safety
		Continuous and comprehensive monitoring and evaluation of key road safety indicators
		Support improvement in road user behaviour through education, training and publicity programmes
		Adoption of the Safe System Approach into the mainstream of highway engineering
	Ensuring transport security	Addressing personal safety and security issues
		Improving the security of public transport stops, stations and hubs
6. Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Transport accessibility for all	Supporting and promoting demand-responsive community transport services
		Facilitating access to education and wider mobility for vulnerable children
		Improving the accessibility of transport infrastructure
		Promoting the provision of accessible transport information
		Optimise the use of new technologies in improving accessibility
	Transport pricing and affordability	Improve our public transport to provide an affordable alternative to the car
		Increase the affordability of travelling by bus and rail
	Access to education and key services	Access to education
		Access to non-emergency health and social care and other key services and amenities
		Digital Inclusion
	The future of mobility	Promote and support research, innovation and engagement work undertaken by Smart Cambridge
		Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies
		Guiding the development of a regulatory framework under which new transport technology providers operate
7. Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles	Public rights of way and waterways	Align policies for Public Rights of Way across Cambridgeshire and Peterborough
		Improve access to the green spaces for all
		Develop a network which is safe and encourages healthy activities
		Integrate new development into the Public Rights of Way network without damaging the countryside
		Make available high quality, definitive information, maps and records on the network
		Ensure the network is complete to meet the needs of todays’ users and land managers

Objective	Policy Theme	Policies
		Support better land and waterway management
	Promoting and raising awareness of sustainable transport options	Support travel plan development and implementation of travel plan measures within workplaces to ensure healthy, safe, low carbon travel options for commuters are actively encouraged and supported
		Ensure the adoption and enforcement of local travel plan guidance, for new planning applications
		Promote existing and new walking and cycling routes to commuters and residents
		Continue to promote cycle training in schools and for adults
		Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised
	Supporting and promoting health and wellbeing	Reducing physical inactivity through active travel infrastructure, education, training and promotion
		Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure
		Improving street scene / public realm to improve safety
		Increasing ability to access health care and leisure facilities / amenities
		Increasing ability to access to wider opportunities - employment, social activities
8. Ensure transport initiatives improve air quality across the region to meet good practice standards	Improving air quality	Monitoring and reducing noise pollution from the road network Monitoring and reducing noise pollution from airports Monitoring and reducing noise pollution from the railway network Monitoring and reducing noise pollution from construction
		Reducing vehicle emissions
		Keeping emissions low in the future
		Improving public health
9. Deliver a transport network that protects and enhances our natural, historic and built environments	Protecting our natural environment	Protection and enhancement of the natural environment
		Improving sustainable access to the natural environment
		Delivering green infrastructure
	Enhancing our built environment and protecting our historic environment	Work with our local highway and planning authority partners to enhance and protect our built and historic environment
10: Reduce emissions to net zero by 2050 to minimise the impact of transport and travel on climate change	Reducing the carbon emissions from travel	Utilising new technologies as they become available to minimise the environmental impacts of transport
		Managing and reducing transport emissions
		Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel

Source: Steer 2020 The Cambridgeshire and Peterborough Local Transport Plan

Table 3: Modal Policies

Policy Theme	Policy
11. Walking	Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns
	Ensure that new developments provide a high-quality walking environment
12. Cycling	Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas
	Provide secure, conveniently located cycle parking that meets demand
	Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and new links to key destinations
	Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors, including the uptake of new cycle technologies such as affordable e-bikes
	Embed cyclists needs in the design stage of new transport infrastructure
13. Delivering a seamless public transport system	Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators
	Improve journey information to maximise the ease of travelling by public transport
	Support the delivery of new and improved integrated, multi-modal transport hubs
	Support additional Park and Ride provision, in conjunction with CAM, where fully integrated into local transport networks
14. Rural transport services	Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders
	Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network
	Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network
15. Improving public transport in our towns and cities	Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency
	Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility
	Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure
16. Travelling by coach	Providing sufficient space and appropriate infrastructure for coach services
	Integrating coach services with wider public transport and highway networks
17. Travelling by train	Support measures to deliver a more reliable, integrated, passenger-friendly rail network
	Facilitate improvements to our rail stations to improve the experience of travelling by train
	Explore options to expand the rail network to link to new settlements, corridors and growth areas
	Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity
18. The local road network	Identifying a Key Route Network
	Promoting more efficient use of the existing network

Policy Theme	Policy
	Aligning approaches to management and maintenance
19. Parking	The design of parking
	Managing parking demand
	Parking technology and implications of disruptive technology
20. Making long-distance journeys by car	Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility
	Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad

Source: Steer 2020 The Cambridgeshire and Peterborough Local Transport Plan: Our Policies

2.3 LTP Projects

A number of LTP projects have been proposed. The potential impacts of these on designated sites, have been assessed. Once these projects are further developed a detailed project specific assessment may be required.

2.4 LTP Timetable

The LTP is proposed to cover the period up to 2030.

2.5 Links with Previous and Future Studies

This strategic HRA is being undertaken in parallel with the SEA. The two processes will complement each other. For example, the effects identified in the HRA will be considered primarily under the biodiversity, flora, and fauna SEA objective and indirectly through other SEA objectives such as water quality, air quality, noise and pollution control.

As individual transport projects are developed these will be assessed in accordance with current planning policy. Where projects trigger the relevant thresholds within the Town and Country Planning (Environmental Impact Assessment) Regulations 2016 an environmental impact assessment will be required. Projects will also be screened under the Conservation of Habitats and Species Regulations 2017, and where deemed necessary a project specific HRA will be required. The results of the SEA and this SHRA will inform any subsequent environmental impact assessments and habitat regulation assessments.

3 Methodology

The methodology used for this assessment is broadly based on the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 4 HD44/09 – Assessment of Implications on European sites. The DMRB guidance has been used as it is a comprehensive guidance for large linear schemes and is directly applicable to the types of projects that would be proposed under the LTP.

Statutory European (and European Offshore Marine) sites include:

- Special Protection Areas (SPA) and potential SPAs (pSPA);
- Special Areas of Conservation (SAC) and candidate SAC (cSAC);
- Sites of Community Importance (SCIs) which have been adopted by the European Commission but have not yet been formally designated by the government of the Member State; and
- Sites that are identified or required as compensatory sites for adverse effects on European sites, cSAC, pSPA and proposed or listed Ramsar sites.

Collectively these sites are termed Natura 2000 sites. In the UK, Ramsar sites (as protected under the Ramsar Convention 1971) are afforded the same level of protection as designated Natura 2000 sites as a matter of policy. These sites, which are considered to be 'wetlands of international importance' are designated based on criteria set out in the Ramsar Convention. They are sites that either 'contain representative rare or unique wetland types' or are sites of international importance for conserving biological diversity'. Species and habitats involved in the 'Ramsar Selection Criteria' also require consideration under the Habitats Regulations as if they were designated Natura 2000 features.

3.1 Data Search

A data search of available information has been undertaken of the following websites:

- Natural England (NE)[1]; and
- Joint Nature Conservation Committee (JNCC)[2].

The JNCC designated sites information and Environment Agency (EA) Core Site Management Plans were accessed to obtain data on the key features of the European sites and their management. This information was used to assess the anticipated impact of the Plan on the key species of the designated sites. Relevant sites are those that are defined as having primary reasons and/or qualifying features that may be impacted by the implementation of the LTP.

3.2 Study Area

The Plan has the potential to impact ecological features such a habitats and/or species beyond the confines of the scheme area itself. The territory covered by the LTP is shown in Figure 1. The SHRA study area comprises the geographic area within which the Zone of Influence (ZoI) is likely to occur. A ZoI includes:

- Areas where there is physical disturbance to European sites;

[1] www.gov.uk/government/organisations/natural-england
[2] www.jncc.gov.uk

- Areas where there will be land take and habitat removal which may have a direct or indirect impact on a key feature of a European site;
- Areas where there is a risk of an impact on a watercourse which may result in an impact on a key feature of a European site; and
- Areas where there is a risk of an increase in air, noise and light pollution which may have an impact on a key feature of on a European site.

The following zones have been adopted taking account of mobile species that live in a metapopulation that may occur outside of the LTP territory but may still interact with the territory (as outlined in DMRB HD44/09 Chapter 4.10):

- An area within 30km of the LTP territory for SACs or cSACs that are designated for bats;
- An area within 20km of the LTP territory for SACs or cSACs designated for otters; and
- An area within 2km of the LTP territory for SACs, cSACs, SPAs, pSPAs, and Ramsar Sites where key features do not include bat species or otters.

The above zones account for mobile species such as birds, bats, otters and fish species, which have ranges well outside the boundary of the designated sites. The distances have been taken from the boundary of the LTP territory. This assessment is based on our understanding of the behaviour and requirements of each species on a precautionary basis[3]. European sites outside the territory covered by the LTP have been considered because it is a stated aim of the LTP to "improve inter-regional connectivity and access to key national and international gateways to enhance business connectivity, support tourism, and facilitate trade" and so it is inherent that the LTP might impact on European sites outside its territory.

3.3 Professional Judgement

The use of professional judgement has been used for the assessment of potential impacts of any anticipated effects of the LTP. This professional judgement is based on the ecological principals, scientific evidence and the qualifications and experience of the authors, checkers and approvers of this report.

In undertaking this assessment, the authors have made decisions in accordance with the precautionary principle as included within the Habitats Directive, Habitats Regulations and supported in case law. This principle requires that consent cannot be granted unless it can be ascertained that there will be no adverse effect on the integrity of the designated site and that the conservation objectives should prevail where there is uncertainty or that harmful effects will be assumed in the absence of evidence to the contrary. The precautionary principle will apply when there is;

- Identification of potentially negative effects resulting from a phenomenon, product or procedure; and
- A scientific evaluation of risks which, because of the insufficiency of the data, their inconclusive or imprecise nature, makes it impossible to determine with sufficient certainty the risk in question.

3.4 Assessment of Impacts

The assessment of the impacts of the LTP on European sites will be undertaken using the professional judgement of the authors, the checker and approver. All contributors to this

[3] DMRB Volume 11 Section 4 HD44/09 http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol11/section4/hd4409.pdf

assessment will assess, check and review the potential impacts, the significance of these impacts and the potential impact of the plan on the conservation objectives of the European sites. The assessment of the LTP is based on the interventions and the associated ZoI from those interventions, developed using the authors' professional judgement.

3.5 In-combination Effects

The in-combination effects of other plans or projects have been identified from the following sources:

- UK Government strategies and plans;
- Local and unitary development plans;
- Regional transport plans;
- Statutory environment bodies;
- Projects that are under construction or are planned; and
- Projects that are currently under consideration with the local planning authorities.

3.5.1 UK Government Strategies and Plans

A search of the UK government website on the 22/01/2019 identified the following strategies:

Department for Transport Road Investment Strategy 2015 -2020[4]

"The Strategic Road Network (SRN, or the network) is entering a time of transformation. The management of the SRN is being reformed, with the Highways Agency becoming Highways England, a government owned strategic highways company (the Company). Long term strategic planning and funding of the network is also being introduced through the first Road Investment Strategy (RIS), a suite of documents of which this Strategic Vision is part. These changes are underpinned by a step-change in investment in our strategic roads, worth over £15 billion to 2021. Taken together, this scale of reform and investment has allowed us to dramatically increase our ambitions for the SRN."

3.5.2 Regional Transport Plans

Local transport plans for neighbouring authorities have been consulted to determine any potential trans-regional effects. The LTPs for Rutland, Suffolk and Central Bedfordshire have also published HRA of their LTPs.

Norfolk

Norfolk's 3rd Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026[5]. The policy themes of the plan are:

- Managing and maintaining the transport network;
- Sustainable growth;
- Strategic connections;
- Transport emissions;

[4] https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period

[5] https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-transport/norfolk-transport-plan-for-2026.pdf?la=en&hash=054A0C88BC2D430A37E41FD6ACB1EFA657FC8739

- Road Safety; and
- Accessibility.

Suffolk

Suffolk's 3rd Local Transport Plan[6] sets out the county council's long-term transport strategy to 2031. The accompanying HRA predicts a likely significant effect due to habitat loss, disturbance of birds and pollution. Mitigation measures proposed in the HRA to counter these impacts have been adopted into the LTP. The policy themes of the plan are:

- Maintaining (and in the future improving) our transport networks;
- Tackling congestion;
- Improving access to jobs and markets; and
- Encouraging a shift to more sustainable travel patterns.

Hertfordshire

The plan[7] covers the period up to 2031. The Plan has the following objectives:

- Improve access to international gateways and regional centres outside Hertfordshire;
- Enhance connectivity between urban centres in Hertfordshire;
- Improve accessibility between employers and their labour markets;
- Enhance journey reliability and network resilience across Hertfordshire;
- Enhance the quality and vitality of town centres;
- Preserve the character and quality of the Hertfordshire environment;
- Reduce carbon emissions;
- Make journeys and their impact safer and healthier; and
- Improve access and enable participation in everyday life through transport

Central Bedfordshire

The Local Transport Plan[8] sets out the Council's aims and objectives to 2026. The accompanying HRA does not identify any likely significant effects on European sites. The Plan has the following objectives:

- Increase the ease of access to employment by sustainable modes;
- Reduce the impact of commuting on local communities;
- Increase the number of children travelling to school by sustainable modes of transport;
- Improve access to healthcare provision;
- Ensure access to food stores and other local services particularly in local and district centres;
- Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport;
- Enable the efficient and reliable transportation of freight;
- Encourage the movement of freight by sustainable modes;
- Minimise the negative impacts of freight trips on local communities; and
- Reduce the risk of people being killed or seriously injured.

[6] https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/2011-07-06-Suffolk-Local-Plan-Part-1-lr.pdf

[7] https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf

[8] http://centralbedfordshire.gov.uk/Images/transport-strategy_tcm3-7901.pdf

Bedford

This LTP[9] runs from 2011 to 2021. The plan has the following objectives:

- To provide a reliable and efficient transport system, in order to support a strong local economy and facilitate sustainable growth;
- To deliver improvements that encourage a reduction in transport emissions and greenhouse gases, in order to tackle climate change and develop a low carbon community capable of adapting to the impacts of climate change;
- To promote greater equality of opportunity by providing opportunities for all residents to access key services and facilities;
- To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health;
- To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment; and
- To gain a better understanding of travel behaviour in and out of the Borough, in order to make informed decisions on how people can be encouraged to make “smarter” sustainable travel choices.

Northampton

This LTP[10] runs to 2026. The plan has six strategic aims:

- Fit for the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County;
- Fit for the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live;
- Fit to Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make;
- Fit for Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth;
- Fit for the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment; and
- Fit for Best Value - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding.

Rutland

Rutland’s 4th LTP Moving Rutland Forward[11] covers the period to 2036 and is currently in draft. The accompanying HRA does not identify any likely significant effects on European sites. The plan has been developed with the following vision:

- To facilitate delivery of sustainable population and economic growth;

[9] http://bbcdevwebfiles.blob.core.windows.net/webfiles/Files/LTP3_Strategy_09_Feb_2011.pdf

[10] https://www3.northamptonshire.gov.uk/councilservices/northamptonshire-highways/transport-plans-and-policies/Documents/Northamptonshire%20Transportation%20Plan%20-%20Fit%20for%20Purpose.pdf

[11] https://www.rutland.gov.uk/_resources/assets/attachment/full/0/72383.pdf

- To meet the needs of our most vulnerable residents; and
- To support a high level of health and wellbeing (including combating rural isolation).

Lincolnshire

The 4th Lincolnshire LTP[12] runs to 2023. The plan has the following objectives:

- To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
- To improve access to employment and key services by widening travel choices, especially for those without access to a car;
- To make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
- To maintain the transport system to standards which allow safe and efficient movement of people and goods;
- To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including Heavy Goods Vehicles (HGVs);
- To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems; and
- To minimise carbon emissions from transport across the county.

3.5.3 Statutory Environment Bodies

In England statutory environment bodies include Natural England (NE), the Forestry Commission (FC) and the EA sponsored by the Department for Environment, Food and Rural Affairs (Defra). A search of these organisation's websites on the 23/01/2019 identified the following plans and projects.

Great Fen Project Cambridgeshire[13]

"With two of the last fragments of fen - Woodwalton Fen and Holme Fen - under threat, plans to link the two nature reserves began in the late 1990s. The Great Fen was officially born in 2001. It was named after a large area of wild fens shown in the same area on local maps, from the days before the land was drained for farming. In 2001 the Great Fen partner organisations came together, forming a Steering Group Committee and employing the first Great Fen member of staff.

The Great Fen was originally a 50-year vision, but thanks to much hard work and the support of many individuals and organisations, major milestones have already been achieved.

After just over a decade, more than 50% of the land of the Great Fen is now owned by the Great Fen partners with 866ha of land in restoration and 1,519ha managed for nature conservation (including the two National Nature Reserves of Woodwalton Fen and Holme Fen)."

[12] https://www.lincolnshire.gov.uk//Download/102928

[13] http://www.greatfen.org.uk/

Anglian Water and Cambridge Water Company

Anglian Water and Cambridge Water Company cover the areas of Peterborough and Cambridgeshire. A search of the company websites on the 22/01/2019 identified the following strategy documents;

- South Staffs Water incorporating Cambridge Water Company Water Resources Management Plan 2014[14] Cambridge Region; and
- Anglian Water Revised Draft Water Resources Management Plan 2019[15].

3.5.4 Projects Under Construction or Planned

Road Projects

A search of the Highways England website for road projects within the Cambridgeshire and Peterborough Authority boundaries on the 23/01/2019 identified the following projects:

- A47 Wansford to Sutton dualling - The A47 from Wansford to Sutton is a 2.5km section of the A47 between the A1/A47 junction and an existing roundabout at Nene Way. This is to be upgraded to a dual carriageway. Start 2020 End 2021;
- A47 Guyhirn maintenance works - Works will include vegetation clearance, the installation of a safety barrier (VRS) and stabilisation of the westbound slope along the A47;
- A47 Guyhirn junction - This is a scheme to improve the Guyhirn junction. Start date 2020, End date 2022;
- A14 Cambridge to Huntingdon - An upgrade to the A14 between Ellington, west of Huntingdon, to the Milton junction on the Cambridge Northern Bypass. Includes widening the A1 between Brampton and Alconbury. Work officially started in November 2016 and the new road is expected to open to traffic by the end of 2020;
- A428 Black Cat to Caxton Gibbet - Improving the A428 near St Neots. 2020 to 2025 Start of works – if approved, construction is expected to proceed in 2021/22; and
- A1 / A428 junction at Wyboston Flyover repair - A series of overnight closures from 16 July to mid-October 2019 at this junction to repair the flyover.

Rail Projects

A search of the Network Rail website on the 22/01/2019 identified the following project:

- The East West Rail scheme[16] - this scheme will re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England. Network Rail have been working to identify a route to extend the Western Section of East West Rail to Cambridge, allowing it to connect with the East Coast Mainline and enable train services to operate between Oxford and Cambridge and onto Norfolk and Suffolk. The geographical corridor of Bedford to Cambridge via Sandy was confirmed in February 2016 as offering the best value for all. A detailed study is underway that will explore options for the eastern section of East West Rail. It will consider ways to enhance the rail services that run from

14 https://www.cambridge-water.co.uk/about-us/our-strategies-and-plans/our-water-resources-plan

15 https://www.anglianwater.co.uk/about-us/our-strategies-plans-and-reports.aspx

16 https://www.networkrail.co.uk/our-railway-upgrade-plan/key-projects/east-west-rail/

Cambridge to Norwich and Ipswich and will look at the possibility of building a new station south of Cambridge – at the new Addenbrookes Hospital campus – to help tackle congestion in Cambridge.

3.5.5 Local and Unitary Development Plans

The Combined Authority is made up of eight founding partners across Cambridgeshire and Peterborough:

- Cambridge City Council;
- Cambridgeshire County Council;
- East Cambridgeshire District Council;
- Fenland District Council;
- Huntingdonshire District Council;
- Peterborough City Council; and
- South Cambridgeshire District Council.

Each authority has published a local development plan.

Cambridge City Council

Adopted Cambridge City Council Local Plan 2018[17]

Cambridge Local Plan Submission Sustainability Appraisal report and Habitats Regulations Screening Assessment (July 2013) and Addendum (2015, revised March 2016)[18]

East Cambridgeshire District Council

Emerging Local Plan - East Cambridgeshire Local Plan (Proposed Submission) November 2017[19]

Emerging Local Plan - East Cambridge District Council Habitats Regulation Assessment June 2018[20]

Adopted - East Cambridgeshire Local Plan April 2015[21]

Fenland District Council

Fenland Local Plan Adopted May 2014[22]

Habitats Regulations Assessment Sept 2013[23]

Huntingdonshire District Council

Emerging Local Plan – Huntingdonshire Local Plan 2036: Proposed Submission (March 2018)[24]

17 https://www.cambridge.gov.uk/local-plan-2018

18 https://www.cambridge.gov.uk/local-plan-2018

19 https://www.eastcambs.gov.uk/sites/default/files/CD05A%20Proposed%20Submission%20Local%20Plan.pdf

20 http://www.eastcambs.gov.uk/sites/default/files/HRA%20Appropriate%20Assessment%20Post%202Subission%20Plan%20-%202published%2022015.6.18.pdf

21 https://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan-2015

22 https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan---Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf

23 https://www.fenland.gov.uk/article/7045/The-Planning-Policy-Library

24 http://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/local-plan-document-library/

Habitats Regulations Assessment May 2017 and Addendum (November 2017)[25]

Adopted Local Plan – Huntingdonshire Local Plan adopted 1995 and updated in 2002[26]

The current adopted Development Plan is made up of:

- The Core Strategy (adopted September 2009), which sets the spatial vision, objectives and strategic directions of growth to 2026;
- The Huntingdon West Area Action Plan, which was adopted in February 2011; and
- Saved policies from the Local Plan 1995 and the Local Plan Alteration 2002.

Made neighbourhood plans for:

- St Neots;
- Godmanchester; and
- Houghton and Wyton.

The Development Plan is supported by a series of other planning policy documents.

The Core Strategy, Huntingdon West Area Action Plan, Local Plan 1995 and the Local Plan Alteration 2002 will be replaced by the Local Plan to 2036 after it is adopted.

Peterborough City Council

Emerging Local Development Plans – Peterborough Local Plan (Proposed Submission) January 2018[27].

Peterborough Local Plan – Proposed Submission January 2018 Screening Report for Habitats Regulation Assessment (Update to Further Screening Report December 2016)[28]

Adopted Local Plan – Peterborough Core Strategy Development Plan Document Adopted 23rd February 2011[29].

South Cambridgeshire District Council

Adopted South Cambridgeshire Local Plan 2018[30].

South Cambridgeshire Local Plan Submission Sustainability Appraisal Report and Habitats Regulations Screening Assessment (March 2014)[31].

Sustainability Appraisal Addendum Report incorporating Habitats Regulations Assessment Screening Assessment (2015, revised March 2016)[32].

25 http://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/local-plan-document-library/

26 http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/current-local-plan/

27 https://drive.google.com/file/d/1ZwkIR2mdq3nO-DrOWi5B0U05f_njxYEb/view

28 https://drive.google.com/file/d/1xHXD4pLVphBytddQEq2Mir4f5oGPmcfp/view

29 https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/

30 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

31 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

32 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

3.5.6 Projects Currently under Consideration by Local Authorities

A planning application search of local authority planning portals was made using criteria of presence of EIA screening request dated between 16/01/2014 and 16/01/2024 (five years prior to search date and five years post search date). Residential housing sites with under 100 units have been screened out as being insignificant and not requiring major changes to infrastructure. The results of the planning portal search are presented in Appendix B.

3.6 Outcome of the Assessment of the Local Transport Plan

The outcome of the assessment of the LTP will allow those involved in the decision-making process to gain an insight into whether the LTP needs to be changed to avoid likely significant effects on any European site either alone or in-combination with other plans or projects. These likely significant effects may be in the form of direct impact of a key feature or the management of the feature, where mitigation is needed to maintain the key feature or their management and where compensation will be required as a last resort once all of the previous options have been exhausted.

Consultations will be undertaken as part of the assessment process, if any of the consultees consider that a likely significant effect may occur as a result of any of the policies presented in the LTP then there may be a requirement to proceed to Appropriate Assessment. Project specific Habitats Regulations Assessment will be required to determine any likely significant effects on a European site once specific projects have been sufficiently developed. The application of these assessments is regulated through the Town and Country Planning Act.

4 Habitat Regulations Assessment Framework

In accordance with Article 6 (3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive), as transposed into national law under the Conservation of Habitats and Species Regulations 2017, a HRA is required before consent can be given to a plan (or project) not directly connected with, or necessary to the management of a Natura 2000 site which may give rise to significant effects upon that Natura 2000 site.

In accordance with the Habitats Directive, Member States must adopt measures that maintain and restore habitats listed on Annex IVa and IVb and species listed on Annex II at a 'favourable conservation status' (as defined in Articles 1 and 2). Member States are also required to contribute to a coherent European ecological network (referred to as the 'Natura 2000 Network') by designating Ramsar sites, SACs, SPAs and SCIs. This HRA refers to all designated nature conservation sites are referred to as "European sites".

The HRA process consists of four parts and is termed differently dependent upon whether the HRA is considering a plan or project. The term 'Task' is used in reference to a step of a HRA of a plan and the term 'Stage' in reference to a step of a HRA of a project.

A Competent Authority is defined under Regulation 7 within the Habitats Regulations to include any Minister, government department, public or statutory undertaker, public body of any description or person holding a public office. They have a duty to ensure that the requirements of the Habitats Regulations are satisfied prior to giving consent or other authorisation for a plan or project. The Competent Authority must consult with a Statutory Nature Organisation (eg Natural Resources Wales, Natural England or Scottish Natural Heritage) when deciding whether a plan or project will have an adverse effect. For this Strategic HRA, Natural England are anticipated to act as the Competent Authority.

There are five principle tasks in the HRA Process (Table 4), this report and subsequent consultations will aid CPCA in any decision as to whether the next task is required.

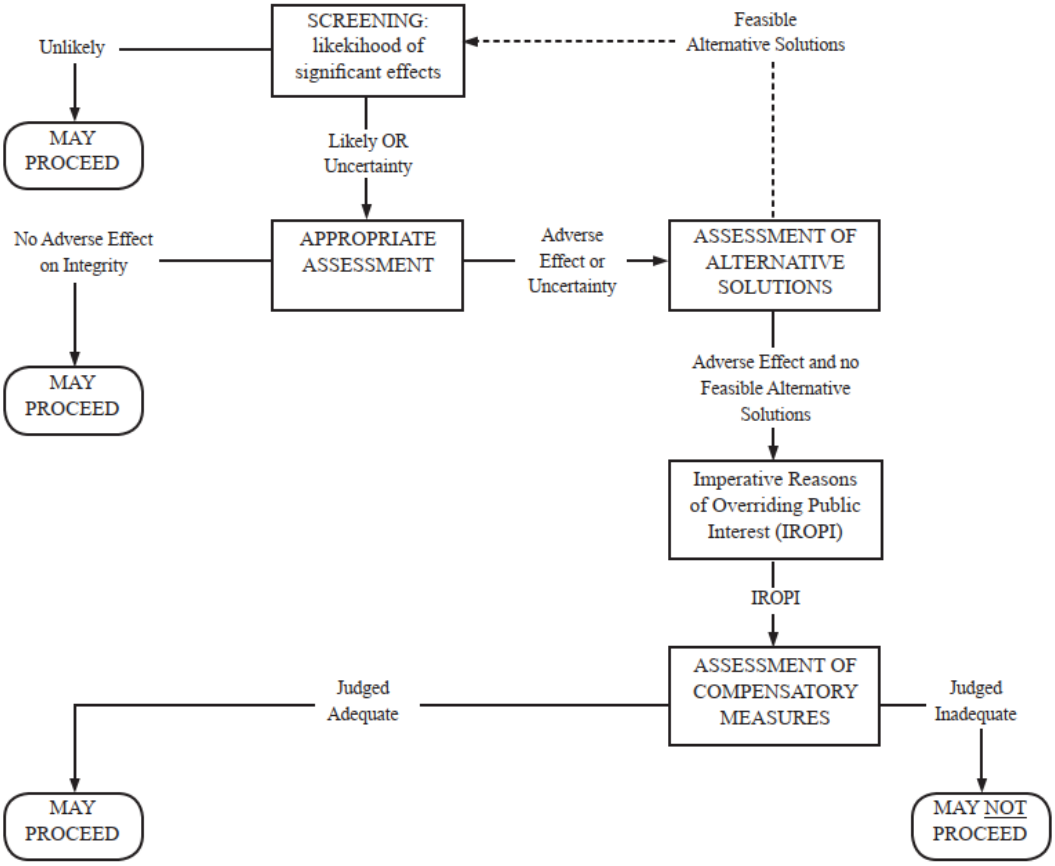
Table 4: HRA Screening Process for a plan

Task	Description
1. Screening	Screening is the determination of whether there are likely significant effects upon the relevant features of European Sites. Screening comprises the identification of designated sites within the Zone of Influence. Following this, an assessment of the conservation objectives for each European site is then completed (based on the management plans or the SSSI objectives as appropriate). In-combination effects (identification of potential increased effects in combination with other plans and projects) are also considered. At the level of a Strategic Habitats Regulations Assessment, this comprises an assessment of other plans and proposals on the wider scale (i.e. national, regional and local development plans or similar scale proposals) which are likely to overlap in terms of spatial and temporal effects. The screening itself comprises identification of whether the proposed scheme / development is a source of likely significant effects on the identified European sites.

Task		Description
		A significant effect on a European site is that which could undermine the conservation objectives and/or management of the site. The likelihood of it occurring is judged on a case-by-case basis, taking account of the precautionary principle and the local circumstances of the site. Proposals to mitigate any significant effects (where effectiveness can be proven), are not considered as part of Task 1 (Screening). If the screening process determines a likely significant effect without mitigation the assessment must proceed to Task 2.
2.	Appropriate Assessment	Appropriate Assessment is triggered if screening identifies the potential for likely significant effects resulting from the proposed development / scheme / plan. Mitigation can be included at this stage to mitigate any likely significant effects and then screened again including the mitigation. This can be either as a standalone effect, or in-combination with other developments / schemes / plans (including alterations to existing proposals).
3.	Assessment of Alternative Solutions	If the further mitigation measures prescribed at Task 2 cannot avoid adverse effects on the integrity of a European site, this process examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the European site. This stage also includes consideration of the effects of there being no scheme at all – the 'do nothing' approach, which serves to identify the likely future environmental baseline in the absence of the scheme.
4.	Imperative Reasons of Overriding Public Interest	If no suitable alternative solutions are identified, Task 4 requires an assessment of compensatory measures where, in the light of an assessment of Imperative Reasons of Overriding Public Interest ("IROPI"), it is deemed that the project or plan should proceed. The IROPI justification may relate to either: • Human health, public safety, or beneficial consequences of primary importance to the environment; or • Any other imperative reasons of overriding public interest, having sought a prior opinion from the European Commission. Consultation with other competent authorities will be required. In making this assessment, it is important to recognise that it will be appropriate to the likely scale, importance and impact of the proposed plan or project. A key outcome of the Appropriate Assessment is to identify whether the integrity of the European site(s) is likely to be adversely affected by the plan/project and whether the conservation status of the primary interest features of the site could be impacted. If it is impossible to avoid or mitigate the adverse impact, it must be demonstrated that there is Imperative Reasons of Overriding Public Interest (IROPI). This is a last resort and should be avoided if possible.
5.	Compensatory Measures	Task 5 would involve the identification of compensatory measures and the assessment of the effects of these measures. The Habitats Directive requires that such measures employed 'ensure the overall coherence of the network of European sites as a whole is protected'. Compensation measures can include (for example and non-exhaustively): • The creation of or re-creation of a comparable habitat which can in time be designated as a European site (and in the meantime is protected as a matter of government policy as if it were a fully designated European site); or • The creation or re-creation of a comparable habitat as an extension to an existing European site. Evidence must be provided to ensure that the compensatory measures are sufficient to offset the likely harm caused by the proposed development.

Each task determines whether further tasks in the process are required. The first task identifies likely significant effects by identifying the presence or absence of significance indicators. If the conclusion of Task 1 is that there will be no significant effects on the European site, there is no requirement to undertake further tasks. All the Tasks in the assessment process, including those beyond appropriate assessment are shown overleaf in Figure 2.

Figure 2: The Habitats Regulations Assessment Process



Source: DMRB HD44/09

4.1 Task 1 Screening Method

This report includes the information required to facilitate the Task 1: Screening. Through this process, the likelihood of significant effects as a result of the LTP are assessed. If it is identified that any of the options is likely to result in a significant effect, then this triggers the next task of the assessment - Task 2: Appropriate Assessment.

Task 1 consists of the following key steps as detailed below:

1. Conducting a desktop study and obtaining background data to identify European site(s) and their qualifying features which occur within the zone of influence of the plan;
2. Identifying the Conservation Objectives of the identified sites;
3. Reviewing and assessing the sensitivity of the qualifying features and the likely significant effects of the implementation of the plan on the conservation objectives of the European site(s); and
4. Assessing in-combination effects of the proposed development with other plans and projects in the area.

5 Identification and Management of the European Sites

5.1 Identification of European Sites

The following European sites are within the ZoI (as outlined in Section 4) and will therefore be assessed. The location of these European sites is shown on Drawing 402819-MMD-XX-00-GIS-Y-0004 in Appendix A.

Table 5: Special Areas of Conservation and their key qualifying features

Special Area of Conservation	Annex I habitats that are a primary reason for selection of this site	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Annex II species that are a primary reason for selection of this site	Annex II species present as a qualifying feature, but not a primary reason for site selection	Distance of the SAC feature to the closest part of the plan
Ouse Washes	-	-	Spined loach (*Cobitis taenia*)	-	Within the territory of the Plan
Nene Washes	-	-	Spined loach (*Cobitis taenia*)	-	Within the territory of the Plan
Orton Pit	Hard oligo-mesotrophic waters with benthic vegetation of *Chara spp*	-	Great Crested Newt (*Triturus cristatus*)	-	Within the territory of the Plan
Fenland	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*	-	-	Spined loach (*Cobitis taenia*) Great crested newt (*Triturus cristatus*)	Within the territory of the Plan
Portholme	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)	-	-	-	Within the territory of the Plan
Devils Dyke	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	-	-	-	Forms the boundary of the territory
Eversden and Wimpole Woods	-	-	Barbastelle bats (*Barbastella barbastellus*)	-	Within the territory of the Plan

Special Area of Conservation	Annex I habitats that are a primary reason for selection of this site	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Annex II species that are a primary reason for selection of this site	Annex II species present as a qualifying feature, but not a primary reason for site selection	Distance of the SAC feature to the closest part of the plan
Barnack Hills and Holes	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	-	-	-	Within the territory of the Plan

Source: JNCC website (www.JNCC.gov.uk)

Table 6: Special Protection Areas and Ramsar sites and their key qualifying features

Special Protection Area and Ramsar Site	Key Qualifying Features	Distance of the SPA feature to the closest part of the plan
Nene Washes	The site supports an important assemblage of nationally rare breeding birds. In addition, a wide range of raptors occur through the year. The site also supports several nationally scarce plants, and two vulnerable and two rare British Red Data Book invertebrate species have been recorded. Species/populations occurring at levels of international importance. Species with peak counts in winter: Tundra swan (*Cygnus columbianus bewickii*), NW Europe 694 individuals, representing an average of 2.3% of the population (5-year peak mean 1998/9-2002/3)	Within the territory of the Plan
Ouse Washes	The site is one of the most extensive areas of seasonally-flooding washland of its type in Britain. The site supports several nationally scarce plants, including small water pepper (*Polygonum minus*), whorled water-milfoil (*Myriophyllum verticillatum*), greater water parsnip (*Sium latifolium*), river water-dropwort (*Oenanthe fluviatilis*), fringed water-lily (*Nymphoides peltata*), long-stalked pondweed (*Potamogeton praelongus*), hair-like pondweed (*Potamogeton trichoides*), grass-wrack pondweed (*Potamogeton compressus*), tasteless water-pepper (*Polygonum mite*) and marsh dock Rumex palustris. Invertebrate records indicate that the site holds relict fenland fauna, including the British Red Data Book species large darter dragonfly (*Libellula fulva*) and the rifle beetle (*Oulimnius major*). The site also supports a diverse assemblage of nationally rare breeding waterfowl associated with seasonally-flooding wet grassland. Assemblages of international importance: Species with peak counts in winter: 59,133 waterfowl (5-year peak mean 1998/99-2002/2003) Species/populations occurring at levels of international importance Species with peak counts in winter: Tundra swan (*Cygnus columbianus bewickii*), NW Europe 1,140 individuals, representing an average of 3.9% of the population (5-year peak mean 1998/9-2002/3) Whooper swan (*Cygnus cygnus*), Iceland/UK/Ireland 653 individuals, representing an average of 3.1% of the population (5-year peak mean 1998/9-2002/3) Eurasian wigeon (*Anas penelope*), NW Europe 22,630 individuals, representing an average of 1.5% of the population (5-year peak mean 1998/9-2002/3)	Within the territory of the Plan

Special Protection Area and Ramsar Site	Key Qualifying Features	Distance of the SPA feature to the closest part of the plan
	Gadwall (*Anas strepera strepera*), NW Europe 438 individuals, representing an average of 2.5% of the GB population (5-year peak mean 1998/9-2002/3) Eurasian teal (*Anas crecca*), NW Europe 3,384 individuals, representing an average of 1.7% of the GB population (5-year peak mean 1998/9-2002/3) Northern pintail (*Anas acuta*), NW Europe 2,108 individuals, representing an average of 3.5% of the population (5-year peak mean 1998/9-2002/3) Northern shoveler (*Anas clypeata*), NW & C Europe 627 individuals, representing an average of 1.5% of the population (5-year peak mean 1998/9-2002/3)	
Upper Nene Valley Gravel Pits	Assemblages of international importance: Species with peak counts in winter: 23,821 individual water birds (5-year peak mean 1999/2000 – 2003/04) Species/populations occurring at levels of international importance Species with peak counts in winter: Mute swan (*Cygnus olor*) 629 individuals – wintering 5-year peak mean 1999/2000 – 2003/04 1.7% Britain Gadwall (*Anas Strepera*) 773 individuals – wintering 5-year peak mean 1999/2000 – 2003/04 2.0% *strepera,* NW Europe (breeding)	Within the territory of the Plan
Wood Walten Fen	The site is within an area that is one of the remaining parts of East Anglia which has not been drained. The fen is near natural and has developed where peat-digging took place in the 19th Century. The site has several types of open fen and swamp communities. The site supports two species of British Red Data Book plants, fen violet, (*Viola persicifolia*) and fen wood-rush (*Luzula pallidula*). Woodwalton also supports a large number of wetland invertebrates including 20 British Red Data Book species. Aquatic beetles, flies and moths are particularly well represented.	Within the territory of the Plan
Chippenham Fen	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	Within the territory of the Plan
Wicken Fen	One of the most outstanding remnants of the East Anglian peat fens. The area is one of the few which has not been drained. Traditional management has created a mosaic of habitats from open water to sedge and litter fields. The site supports one species of British Red Data Book plant, fen violet (*Viola persicifolia*), which survives at only two other sites in Britain. It also contains eight nationally scarce plants and 121 British Red Data Book invertebrates.	Within the territory of the Plan
Breckland	The site qualifies under Article 4.1 of t Directive (79/409/EEC) as it is used regularly by 1.0% or more of the Great Britain populations of the following species listed in Annex I in any season: Stone curlew (*Burhinus oedicnemus*) 115 pairs – breeding 5 year mean (1994 – 98) 60.1% GB Nightjar (*Caprimulgus europaeus*) 415 males – breeding Count as at 1998 12.2% GB Woodlark (*Lullula arborea*) 430 pairs – breeding Count as at 1997 28.7% GB	1km east

Source: JNCC

6 Characteristics of the European Sites

Table 7 details the characteristics of the European Sites in terms of the vision, current status and the vulnerabilities of the sites.

Table 7: Vision and Management of the European Sites

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
Ouse Washes SAC, SPA and Ramsar	One of the country's few remaining areas of extensive washland habitat. A long, narrow area of seasonally flooded grassland provides flood storage, set between two channelised rivers. The dykes and rivers hold a great variety of aquatic plants and fauna. The Counter Drain, with its clear water and abundant aquatic plants, is particularly important, and a healthy population of spined loach (*Cobitis taenia*) is known to occur. Wintering water birds regularly exceed 20,000 individuals, including nationally and internationally important numbers of wintering swans and various duck species.	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Whooper swan Eurasian wigeon Gadwall Eurasian teal Northern pintail Northern shoveler	15.0% FAVOURABLE: Areas of improved grassland acta as flood defence. Barriers can act as a refuge for grazing winter ducks and breeding birds. The Hundred Foot River forms a part of the River Great Ouse which runs along the south-eastern boundary of the Ouse Washes. This river supplies water, through slackers, to the internal ditch system during dry, unflooded summers. There is no botanical interest in this river and no evidence that there ever has been. 4.0% UNFAVOURABLE – RECOVERING: A range of actions and timetables have been detailed in the Diffuse Water Pollution Plan agreed by the Environment Agency and Natural England to address pollution of streams and rivers. 81% UNFAVOURABLE - NO CHANGE: Assessment based on the decline of the majority of breeding bird features, some wintering bird features and the loss of extent and quality of neutral grassland feature. Increased flooding and water quality deterioration are identified in the Site Improvement Plan as issues that are currently impacting or threatening the designated features.
Nene Washes SAC, SPA and Ramsar	The Nene Washes is one of the country's few remaining areas of washland habitat. It is an extensive area of seasonally flooded wet grassland along channelised river reaches. The site is notable for the diversity of plant and associated animal life within its network of dykes. The site is important for various species of breeding and wintering water birds. Moreton's Leam, a large drainage channel running along the eastern flank of the washes, contains a high density of spined loach.	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Black-tailed godwit Northern pintail Ruff Spotted crake Bewick's swan	20.0% FAVOURABLE 80.0% UNFAVOURABLE – RECOVERING: The continued international importance of the site is dependent on the maintenance of a winter flooding regime and a high, but controlled, summer water table. There is concern about the long-term sustainability of summer water supplies in a region where demand for water (domestic and agricultural) is rising. Hydrological changes due to flooding and water pollution, specifically elevated phosphate levels, have been identified as issues currently impacting or threatening the condition of the designated features.
Orton Pit SAC	Extensive pond system, occupying the disused ridge-and-furrow created by clay extraction, contains alkaline water low in nutrients.	Hard oligo-mesotrophic waters with benthic vegetation of Chara spp Great Crested Newt	29.0% FAVOURABLE: Standing open water and canals. Broadleaved, mixed and yew woodland 71.0% UNFAVOURABLE – RECOVERING: Standing open water and canals. Broadleaved, mixed and yew woodland.

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
	The site supports a total of ten species of charophyte including one of the main English populations of bearded stonewort (*Chara canescens*). Other nationally scarce stonewort species present include *Chara aspera, C. contraria, C. pedunculata* and *Tolypella glomerata*. The distribution of Chara species across the site varies according to the age and stage of succession of the ponds. Orton Pit supports a large population of great crested newts (*Triturus cristatus*). Areas of grassland and scrub around the ponds provide good conditions for breeding, feeding and sheltering newts.		Disease and predation have been identified as threats to the great crested newt population. Other issues that are currently impacting or threatening the designated features include: Inappropriate scrub control, inappropriate weed control and illegal activity at the site (e.g. off-roading, vandalism, arson).
Fenland SAC	One of the best examples in the United Kingdom of molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*). Calcareous fens with Cladium mariscus and species of the Caricion davallianae, for which this is considered to be one of the best areas in the United Kingdom. The site also supports a significant presence of both spined loach (*Cobitis taenia*) and great crested newt (*Triturus cristatus*).	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Spined loach Great Crested Newt	Chippenham Fen and Snailwell Poor's Fen SSSI: 90.0% FAVOURABLE: Fenland, marsh and swamp (lowland) vegetation is as expected. Varied topography with diverse pools provides a range of microhabitats for macroinvertebrates. Large areas dominated by saw sedge. Mosaic of tall herb fen and shorter fen vegetation, with high flora diversity in areas. Broadleaved, mixed and yew woodland is managed with minimal intervention. Developing into interesting wet wood. 10.0% UNFAVOURABLE – RECOVERING: Fen meadows responding well to grazing management. Areas of fen, marsh and swamp undergrazed (2010 season) and hard rush cover increasing. Wicken Fen SSSI: 47.0% FAVOURABLE: Mosaic of reed, water and open wet grassland seems balanced in fen, marsh and swamp areas. Understory and canopy cover within targets ranges. Managed as non-intervention woodland, trees left to grow through maturity and dead wood to be left standing. No non-native species found. 53.0% UNFAVOURABLE – RECOVERING: Areas of Sedge fen and Verrall's fen are gradually becoming too dry. An input of calcareous, low nutrient water is needed to maintain botanical and macroinvertebrate communities. Woodwalton Fen SSSI: 53.0% FAVOURABLE: Broadleaved, mixed and yew woodland (lowland) 45.0% UNFAVOURABLE – RECOVERING: Trend towards coarse grasses dominating sward in fen, marsh and swamp (lowland) areas. Unchecked, this could lead to a decline in species diversity as areas of the fen are changed to reed bed habitat. Drivers of change are prolonged waterlogging during winter and associated phosphate and sediment inputs. Reed growth cover in areas of neutral grassland (lowland) is high. Outside influences, e.g. the timing and duration of flood events and nutrient enrichment,

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
			are likely to be the primary drivers of this change. Solutions include revision of the Water Level Management Plan, increased grazing and cutting, and targeted use of herbicides
Portholme SAC	Considered one of the best examples of lowland hay meadow in the country. It is the largest surviving traditionally-managed meadow in the UK, with an area of 104 ha of alluvial flood meadow (7.0% of the total UK resource). There has been a long history of favourable management and very little of the site has been subject to agricultural improvement. It supports a small population of fritillary (*Fritillaria meleagris*).	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)	UNFAVOURABLE – RECOVERING: Excessive winter flooding and the associated input of phosphates and sediments are having a detrimental effect upon habitats.
Devils Dyke SAC	Linear earthen barrier thought to be of Anglo-Saxon origin. Hosts the priority habitat type "orchid rich sites". Devil's Dyke consists of a mosaic of *Bromus erectus* and *Bromus erectus – Brachypodium pinnatum* calcareous grasslands. It is the only known UK semi-natural dry grassland site for lizard orchid (*Himantoglossum hircinum*).	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	50.0% FAVOURABLE Broadleaved, mixed and yew woodland comprises mature trees, young trees, roots covered in mosses, open scrub and plentiful dead wood. Calcareous grassland determined as having acceptable extent of important plant communities, proportion of herbs in the sward, frequency of the characteristic plant species, limited agricultural weeds and other coarse species, as well as having an appropriate sward height and a lack of plant litter. 50.0% UNFAVOURABLE - RECOVERING Low tree and scrub cover, and areas of bare ground caused by rabbit activity are cause for concern in some areas of calcareous grassland. Plant community in areas is not the characteristic chalk grassland that is a notified feature of this SSSI. Continued careful management by appropriate grazing and cutting, combined with rabbit control, should encourage the establishment of chalk grassland in time. Inappropriate scrub control and air pollution (atmospheric nitrogen deposition) have been identified as issues that are currently impacting or threatening the condition of the features.
Eversden and Wimpole Wood SAC	The site comprises a mixture of ancient coppice woodland and high forest woods, likely to be of more recent origin. A colony of barbastelle (*Barbastella barbastellus*) is associated with the trees in Wimpole Woods. These trees are used as a summer maternity roost. Bats also use the site as a foraging area and as a flight path. Considered to be one of the best areas in the UK for this bat species.	Barbastelle bats	40.0% FAVOURABLE 60.0% UNFAVOURABLE - RECOVERING Issues impacting or threatening the condition of the features: Nearby barbastelle roosts and foraging sites are not protected, bats have limited area in which to roost/forage, woodland management, air pollution (atmospheric nitrogen deposition).

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
	Other bat species recorded include: Pipistrelles (*Pipistrellus pygmaeus* and *P. pipistrellus*), brown long-eared (*Plecotus auritus*), Natterer's (*Myotis nattereri*) and noctule (*Nyctalus noctule*).		
Barnack Hill and Holes SAC	An area of Jurassic Limestone grassland which has developed on the site of a disused mineral quarry. The grassland is of a type which is characteristic of eastern England and which is now scarce in Britain because of reclamation for agriculture.	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (*important orchid sites)	FAVOURABLE Area of species-rich grassland has increased from the 1980s baseline due to ongoing scrub removal and grazing management. Average herb cover c. 70.0%; average Brachypodium cover c. 10.0%; bare ground cover low. Small areas with individual ragwort plants but cover falls below the threshold for concern. Varied sward height throughout site. Litter mainly absent. Change in the distribution of Man Orchid (*Aceras anthropophora*), public access/disturbance and air pollution (atmospheric nitrogen deposition) have been identified as issues that are currently impacting or threatening the condition of SAC features.
Upper Nene Valley Gravel Pits SPA and Ramsar	This chain of both active and disused sand and gravel pits form an extensive series of shallow and deep open waters which occur in association with a wide range of marginal features, such as sparsely-vegetated islands, gravel bars and shorelines and habitats including reedswamp, marsh, wet ditches, rush pasture, rough grassland and scattered scrub. This range of habitats and the varied topography of the lagoons provide valuable resting and feeding conditions for concentrations of wintering waterbirds, especially ducks and waders. Species such as golden plover and lapwing also spend time feeding and roosting on surrounding agricultural land outside the Ramsar site.	Mute swan Gadwall	42.0% FAVOURABLE Habitat is managed appropriately in some areas of the site, and key bird species remain in appropriate numbers. Minimum intervention in areas of woodland. Structure is varied and there is no evidence of non-native species encroachment. Ground flora as expected for this site. 58.0% UNFAVOURABLE – RECOVERING Parts of the site are not appropriately managed, which will eventually lead to a loss of bird feeding habitat. There are a number of invasive plants recorded on the site: Floating pennywort (*Hydrocotyle ranunculoides)* New Zealand Pigmy Weed (*Crassula helmsii)* Nuttall's Pondweed (*Elodea nuttallii)* Off site development can cause disturbance. A lack of grazing within the site is leading to succession for short grassland to rank grassland, scrub and woodland, which whilst desirable in some areas can, if left unchecked, lead to loss of suitable habitat for key species. Access by people and dogs both on and off of pubic rights of way is a significant cause of disturbance in some areas. The site is also subject to a variety of recreational activities including fishing & water sports.
Wood Walten Fen Ramsar	The site consists of a range of wetland communities, once characteristic of large areas of the East Anglian fens but now restricted to a few isolated sites. The site includes several	Open fen and swamp Fen violet, fen wood-rush Invertebrate assemblage	53.0% FAVOURABLE: Broadleaved, mixed and yew woodland (lowland) 45.0% UNFAVOURABLE – RECOVERING: Trend towards coarse grasses dominating sward in fen, marsh and swamp (lowland) areas. Unchecked, this could lead to a decline in species diversity as areas of the fen are changed to

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
	types of open fen and swamp communities, a relict area of acid peat, some mixed fen and an important network of ditches. The site supports an appreciable assemblage of wetland plants and invertebrates.		reed bed habitat. Drivers of change are prolonged waterlogging during winter and associated phosphate and sediment inputs. Reed growth cover in areas of neutral grassland (lowland) is high. Outside influences, e.g. the timing and duration of flood events and nutrient enrichment, are likely to be the primary drivers of this change. Solutions include revision of the Water Level Management Plan (WLMP; revised 2014/15), increased grazing and cutting, and targeted use of herbicides. 2.0% UNFAVOURABLE - NO CHANGE: In lowland fen, march and swamp areas cover of large graminoids indicated a longer-term negative trend of larger, coarse dominant grasses taking an increasing proportion of the sward, which could lead to loss of diversity and prolonged water logging. Revision of WLMP and NNR management plan (2015 – 2020) to address issues. Standing open waters and canals are adversely impacted by siltation and pollution via agricultural run-off. Issues impacting or threatening the condition of the features: Water pollution (elevated nutrient levels), hydrological changes (winter flood water introduces high nutrient and silt load) and air pollution (atmospheric nitrogen deposition).
Chippenham Fen Ramsar	A spring-fed calcareous basin mire with a long history of management. The site is notable for its ecological diversity, from characteristic sedge fen to fen meadow, chalk grassland, willow (Alnus/Salix) carr and ancient woodland. More than 300 species of flowering plants have been recorded, including very rare, regionally rare or local species, as have several rare invertebrates (moths). A notable assemblage of breeding birds includes common snipe (*Gallinago gallinago*), Eurasian woodcock (*Scolopax rusticola*), common nightingale (*Luscinia megarhynchos*), reed warbler (*Acrocephalus spp.)* and common grasshopper warbler (*Locustella naevia*). Scrub is periodically removed, and the fen meadows are mown.	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	90.0% FAVOURABLE: Fenland, marsh and swamp (lowland) vegetation is as expected. Varied topography with diverse pools provides a range of microhabitats for macroinvertebrates. Large areas dominated by saw sedge. Mosaic of tall herb fen and shorter fen vegetation, with high flora diversity in areas. Broadleaved, mixed and yew woodland is managed with minimal intervention. Developing into interesting wet wood.

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
Wicken Fen Ramsar	This site is a marginal remnant of the original peat fenland of the East Anglian basin. It has been preserved as a flood catchment area and its water level is controlled by sluice gates. The vegetation has a strongly mosaic character due to extensive peat-cutting and different systems of crop exploitation. Areas of the site subjected to frequent cutting have a greater species diversity including many sedges, rushes, spike rushes and marsh orchids with corresponding insect associations. Vegetation invasion by bushes resulting in closed Frangula carr, has occurred in the absence of mowing. The dykes, abandoned clay pits and the main lode support many aquatic angiosperms. Wildfowl interests include, mallard, teal, wigeon, shoveler, pochards and tufted duck.	Mosaic of habitats from open water to sedge and litter fields. Fen violet.	47.0% FAVOURABLE: Woodland passed on all but one target - presence of saplings and young trees. Understory and canopy cover within target ranges. Managed as non-intervention woodland, trees left to grow through maturity and dead wood to be left standing. Dead wood apparent, although mainly fallen. No non-native species found. No evidence of deer damage, but advice given to continue to monitor for deer presence. Ground flora completely referable to NVC community although sparse cover in some dense areas. Balance of reed, water and open wet grassland seems balanced in the lowland fen, marsh and swamp areas. Grazing by large herbivores should continue as part of the desired management of the area. It is recommended that any future surveys of this unit should also focus on the more southerly areas which were missed in this assessment, if suitable to do so. 53.0%: UNFAVOURABLE – RECOVERING Areas of Sedge Fen and Verrall's Fen are gradually becoming too dry and an input of calcareous, low nutrient status water is needed to maintain notified botanical communities and invertebrate habitats. A Water Level Management Plan has been implemented to address the problem. Work carried out on the nearby river system to prevent flooding in the 1960s means that the site no longer receives the amount of winter water as it did in the past. This has brought about a lowering of the water table over the past 40 years.
Breckland SPA	The remnants of dry heath and grassland which have not been planted with coniferous plantation support heathland breeding birds, where grazing by rabbits and sheep is sufficiently intense to create short turf and open ground. These breeding birds have also adapted to live in forestry and arable habitats. Woodlark and nightjar breed in clear-fell and open heath areas, whilst stone curlews establish nests on open ground provided by arable cultivation in the spring, as well as on Breckland grass-heath.	Dry heath and grassland	FAVOURABLE The component of the SPA which is close to the CPCA territory is the Breckland Farmland SSSI. This area is noted for stone curlew which use the fields for nesting. Spring sown crops that develop slowly are ideal in providing suitable nesting conditions. Areas of autumn sown crops or those that grow to greater than 10cm in height or cover greater than 10% of the ground surface by late May are generally avoided.

Source: JNCC, Natural England

7 Assessment of Likely Effects

7.1 Screening

Each policy within the LTP has been assessed in terms of whether an adverse impact on European Sites is likely based on the description of that policy's objectives. Table 8 assesses each policy and identifies those policies where an adverse impact is possible (shaded) and also where implementing the policy is considered to lead to beneficial effects.

Table 8: Assessment of Policies and Identification their Potential Impacts

Policy	Potential Impact
Deliver strategic transport and complementary connectivity infrastructure	This policy contains nine projects which have the objective of enabling development across the region. These are explored in detail in Section 7.2. No impact envisaged.
Early engagement with developers	No impact envisaged. This policy will encourage local planning and highway authorities to engage with developers.
Secure developer contributions for strategic and local infrastructure	Potential for beneficial effects through reductions in transport impacts from new developments. This policy encourages sustainable transport systems.
Support the provision of sustainable connectivity to and within developments	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development	No impact envisaged. This policy sets out a number of requirements to be placed on developers to provide sustainable transport infrastructure, mitigate any cumulative impacts arising and make provision for monitoring targets for reducing transport impacts.
The design of parking	No impact envisaged. Parking provision will be targeted at urban centres and this policy encourages use of electric vehicles and requires improved walking and cycling facilities as well as links to public transport which should encourage fewer car journeys...
Support measures to reduce peak demand on the highway network	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage less use of private cars for short journeys and reduce the need to travel.
Improve the accessibility and connectivity of our public transport links to expand our labour market catchments	Potential for beneficial effects through reduced car journeys and improvements in air quality through making public transport more attractive.
Invest in our highway network to improve accessibility	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance to key species.
Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.

Policy	Potential Impact
	Increasing use of rail freight would be expected to have positive effects on air quality across the region. This policy will seek to improve existing rail freight links with the purpose of reducing HGV use of the A14.
Support improved road and rail connectivity to nearby airports, in particular at Stansted	Increasing the capacity of passenger rail and coach services would be expected to have positive effects on air quality across the region. This policy will encourage less reliance on private car journeys.
Support the region's visitor economy through efficient passenger connectivity at Harwich	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance. This policy could lead to an increased number of car journeys from Harwich along the existing road network.
Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage less reliance on single occupant car journeys and encourage for sustainable modes of transport.
Improving connectivity to international gateways and larger centres	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
	Increasing the capacity of passenger rail and coach services would be expected to have positive effects on air quality across the region. This policy will encourage less reliance on private car journeys.
Delivering an integrated transport network navigable by passengers who are visiting the region for the first time	No impact envisaged, this policy relates to the provision of passenger information.
Delivering sustainable transport connectivity to tourist destinations in rural areas	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy supports the creation of sustainable travel options.
Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will seek to make tourist journeys by coach more attractive.
Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
	Increasing the capacity of passenger and freight rail services would be expected to have positive effects on air quality across the region. This policy will encourage less reliance on private car journeys and make using rail for freight more attractive.
Improve local connectivity to bring firms and organisations in our towns and cities closer together	No impact envisaged. Any changes to urban transport patterns would not be expected to effect European Sites. This policy will encourage walking, cycling and use of mass transit systems.
Promoting rail freight	Potential for beneficial effects through increasing use of rail freight with positive effects on air quality across the region. This policy will encourage moving freight onto the rail system.
Promoting and enforcing appropriate Heavy Commercial Vehicle routing	No impact envisaged. This policy will encourage commercial vehicles to use the strategic road network rather than minor roads.
Promoting sustainable urban freight distribution	No impact envisaged, any changes to freight movements in urban areas would not be expected to have any effect on European Sites.

Policy	Potential Impact
Improving road freight facilities	No impact envisaged. This policy seeks to improve the provision of driver rest areas and encourage urban edge click and collect as well as freight consolidation to reduce vehicles entering urban areas.
Supporting efficient air freight and the aviation sector	No impact envisaged. This policy will maintain existing access provisions to airports.
Managing the risks to the transport network presented by climate change	No impact. This policy will require any new development to take account of climate change effects.
Sustainable road network maintenance	No impacts envisaged. This policy will encourage use of sustainable materials and promote asset management systems that reduce environmental impacts.
Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change	No impacts envisaged. This policy will encourage the adoption of appropriate technology.
Standardising highways and transport asset maintenance standards and performance indicators	No impact envisaged. This policy deals with the management of maintenance.
Supporting highway authorities in minimising the whole life costs of the highway	No impact envisaged. This policy deals with cost control.
Addressing the challenges of climate change and enhancing our communities and environment	Measures which address climate change impacts are unlikely to cause significant negative effects on European Sites and may cause improvements through improved air and water quality.
A multi-agency approach to improving road safety	No impact envisaged. This policy covers the management of safety across various responsible organisations.
Continuous and comprehensive monitoring and evaluation of key road safety indicators	No impact envisaged. This policy requires the authority to manage safety across the transport network.
Support improvement in road user behaviour through education, training and publicity programmes	No impact envisaged. This policy deals with education.
Adoption of the Safe System Approach into the mainstream of highway engineering	No impact envisaged. This policy deals with modifying highway infrastructure where safety improvements have been identified.
Addressing personal safety and security issues	No impact envisaged. This policy deals with safety of members of the public.
Improving the security of public transport stops, stations and hubs	No impact envisaged. This policy covers passenger safety.
Supporting and promoting demand-responsive community transport services	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage community transport schemes.
Facilitating access to education and wider mobility for vulnerable children	No impact envisaged. This policy deals with the provision of transport for a small number of people.
Improving the accessibility of transport infrastructure	No impact envisaged. This policy deals with accessibility to transport systems.
Promoting the provision of accessible transport information	No impact envisaged. This policy deals with provision of information.
Optimise the use of new technologies in improving accessibility	No impact envisaged. This policy deals with accessibility to transport systems.
Improve our public transport to provide an affordable alternative to the car	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage improved provision of public transport.
Increase the affordability of travelling by bus and rail	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will make using public transport more attractive.

Policy	Potential Impact
Access to education	No impact envisaged. This policy may lead to reduced private car journeys by provision of transport to educational centres, but this is not expected to have any effects on European Sites.
Access to non-emergency health and social care and other key services and amenities	No impact envisaged. This policy may lead to reduced private car journeys by provision of transport to healthcare facilities, but this is not expected to have any effects on European Sites.
Digital inclusion	No impact is envisaged. This policy deals with information technology.
Promote and support research, innovation and engagement work undertaken by Smart Cambridge	No impact is envisaged. This policy promotes the use of information technology to manage data.
Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies	Potential for beneficial effects through increased use of electric vehicles reducing emissions and improving air quality. This policy encourages the use of technology to monitor and manage vehicle movements which may increase transport efficiency, reducing vehicle emissions.
Guiding the development of a regulatory framework under which new transport technology providers operate	No impact is envisaged. This policy deals with regulating technology.
Align policies for Public Rights of Way across Cambridgeshire and Peterborough	No impact is envisaged. This policy seeks to promote a common management plan across the combined authority.
Improve access to the green spaces for all	Increased public access to European sites could cause deterioration of habitats and disturbance of species.
Develop a network which is safe and encourages healthy activities	No impact is envisaged. This policy deals with pedestrian safety.
Integrate new development into the Public Rights of Way network without damaging the countryside	No impact is envisaged. This policy will protect existing right of way from development.
Make available high quality, definitive information, maps and records on the network	No impact is envisaged. This policy deals with the provision of information.
Ensure the network is complete to meet the needs of todays' users and land managers	No impact is envisaged. This policy seeks to enhance the public rights of way network where appropriate.
Support better land and waterway management	No impact is envisaged. This policy considers the management of green spaces.
Support travel plan development and implementation of travel plan measures within workplaces to ensure healthy, safe, low carbon travel options for commuters are actively encouraged and supported	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Ensure the adoption and enforcement of local travel plan guidance, for new planning applications	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Promote existing and new walking and cycling routes to commuters and residents	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Continue to promote cycle training in schools and for adults	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Reducing physical inactivity through active travel infrastructure, education, training and promotion	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure	Any measures implemented through this policy would have beneficial effects on European Sites through reduced air pollution.

Policy	Potential Impact
Improving street scene / public realm to improve safety	No impact envisaged. This policy will have no effects on European Sites.
Increasing ability to access health care and leisure facilities / amenities	No impact envisaged. This policy will have no effects on European Sites.
Increasing ability to access to wider opportunities - employment, social activities	No impact envisaged. This policy will have no effects on European Sites.
Monitoring and reducing noise pollution from the road network Monitoring and reducing noise pollution from airports Monitoring and reducing noise pollution from the railway network Monitoring and reducing noise pollution from construction	Any measures implemented through this policy would have beneficial effects on European Sites through reduced noise pollution
Reducing vehicle emissions	Any measures implemented through this policy would have beneficial effects on European Sites through improved air quality.
Keeping emissions low in the future	Any measures implemented through this policy would have beneficial effects on European Sites through improved air quality.
Improving public health	This policy is aimed at encouraging use of sustainable modes of transport and so should lead to improvements in air quality through reduction in car journeys.
Protection and enhancement of the natural environment	Any measures implemented through this policy would have beneficial effects on European Sites.
Improving sustainable access to the natural environment	No impact is envisaged. This policy will make sustainability a key factor in managing access to sensitive sites.
Delivering green infrastructure	No impact is envisaged. This policy focusses on providing non-vehicle transport routes in urban areas.
Work with our local highway and planning authority partners to enhance and protect our built and historic environment	No impact envisaged. This policy deals with development in the built environment.
Utilising new technologies as they become available to minimise the environmental impacts of transport	Any measures implemented through this policy would have beneficial effects on European Sites.
Managing and reducing transport emissions	Any measures implemented through this policy would have beneficial effects on European Sites.
Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel	Any measures implemented through this policy would have beneficial effects on European Sites.
Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns	No impact envisaged. This policy will be used in urban areas to increase the number of walking trips made over short distances.
Ensure that new developments provide a high-quality walking environment	No impact envisaged. This policy will be used in urban areas to increase the number of walking trips made over short distances.
Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Provide secure, conveniently located cycle parking that meets demand	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and new links to key destinations	Potential for beneficial effects through reduced car journeys and improvements in air quality.

Policy	Potential Impact
Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors including the uptake of new cycle technologies such as affordable e-bikes	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Embed cyclists needs in the design stage of new transport infrastructure	No impact is envisaged. Increasing use of cycles would be expected to have positive effects on air quality across the region.
Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Improve journey information to maximise the ease of travelling by public transport	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support the delivery of new and improved integrated, multi-modal transport hubs	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support additional Park & Ride provision, in conjunction with CAM, where fully integrated into local transport networks	No impact is envisaged as there are no designated sites within towns and cities which would be affected by park and ride facilities.
Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Providing sufficient space and appropriate infrastructure for coach services	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Integrating coach services with wider public transport and highway networks	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support measures to deliver a more reliable, integrated, passenger-friendly rail network	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Facilitate improvements to our rail stations to improve the experience of travelling by train	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Explore options to expand the rail network to link to new settlements, corridors and growth areas	Potential impact if new railway corridors were placed through or adjacent to European Sites. Any proposed new development would be assessed through the planning system.

Policy	Potential Impact
Support frequency and journey time enhancements our rural and intercity rail links to improve connectivity and capacity	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Identifying a Key Route Network	No impact envisaged. This policy will identify the strategic road network to manage its maintenance.
Promoting more efficient use of the existing network	Potential for beneficial effects through improvements in air quality from reduced congestion.
Aligning approaches to management and maintenance	No impact envisaged; this policy deals with ensuring CPCA highway maintenance activities are coordinated with Dept for Transport and Highways England.
The design of parking	No impact envisaged. Parking provision will be targeted at urban centres.
Managing parking demand	No impact envisaged. Parking provision will be targeted at urban centres.
Parking technology and implications of disruptive technology	No impact envisaged. Parking provision will be targeted at urban centres.
Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.

Source: Mott MacDonald

The following policies are considered to have the potential for adverse effects on European sites due to the effects of their implementation:

- Invest in our highway network to improve accessibility;
- Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail;
- Support the region's visitor economy through efficient passenger connectivity at Harwich;
- Improving connectivity to international gateways and larger centres;
- Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad;
- To improve access to the green spaces for all;
- Explore options to expand the rail network to link to new settlements, corridors and growth areas;
- Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility; and
- Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad.

7.2 Assessment of Impacts

The individual projects undertaken in accordance with the LTP are likely to involve a variety of construction and operation activities which could potentially result in a significant effect on a European site. Each policy considered to have a potential to cause an adverse effect on a European site is

assessed against the direct and indirect impacts in Table 9. Table 10 assesses each policy element against anticipated impacts considered appropriate for the types of projects a transport plan would be expected to promote. Impacts have been split into direct and indirect:

- Direct Impacts
  - Habitat loss (including loss of breeding and resting sites);
  - Habitat fragmentation (including changes to habitat structure and function);
  - Wildlife casualties (due to increased frequency of traffic); and
  - Disturbance and/or displacement of species due to increased frequency of transport.
- Indirect Impacts
  - Air pollution for designated sites within 200m (DMRB Vol 11 Section 3 Part 1);
  - Noise and vibration;
  - Artificial lighting;
  - Water pollution; and
  - Contamination.

Table 9: Policies with Potential Adverse Effects

Policy	Direct Effects				Indirect Effects				
	Habitat loss (including loss of breeding and resting sites);	Habitat fragmentation (including changes to habitat structure and function);	Wildlife casualties (due to increased frequency of traffic)	Disturbance and/or displacement of species due to increased frequency of	Air pollution for designated sites within 200m	Noise and vibration;	Artificial lighting;	Water pollution	Contamination
Invest in our highway network to improve accessibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Support the region's visitor economy through efficient passenger connectivity at Harwich	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes

Policy	Direct Effects			Indirect Effects					
	Habitat loss (including loss of breeding and resting sites);	Habitat fragmentation (including changes to habitat structure and function);	Wildlife casualties (due to increased frequency of traffic)	Disturbance and/or displacement of species due to increased frequency of [illegible]	Air pollution for designated sites within 200m	Noise and vibration;	Artificial lighting;	Water pollution	Contamination
Improving connectivity to international gateways and larger centres;	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes
Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes
To improve access to the green spaces for all	No	No	No	Yes	No	Yes	No	No	No
Explore options to expand the rail network to link to new settlements, corridors and growth areas	Yes	Yes	No	No	No	Yes	No	No	No
Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Source: Mott MacDonald

The LTP contains many policies, all of which act in conjunction with each other, rather than in isolation. Where a project is put forward for development it must be assessed against all the policies within the LTP to ensure that the project does not have the potential for significant adverse effects on European Sites. The direct and indirect impacts identified are assessed in terms of whether or not a potential impact would be caused in Table 10.

Table 10: Assessment of potential impacts

Type of impact	Site feature(s) potentially impacted	Activity which may cause impact	Assessment of a potential impact to be caused by the plan?	Explanation/Justification
Habitat loss	All habitats and species	Direct land loss through construction of highway or railway.	No	One of the policy themes requires that the transport network protects and enhances the natural environment. Any adverse effects on a European site would directly contravene this requirement. Projects put forward to implement the LTP would be required to be located outside the zone of influence of any European site. Breckland is designated for ground nesting birds which could be vulnerable to trampling by walkers. This site is however

Type of impact	Site feature(s) potentially impacted	Activity which may cause impact	Assessment of a potential impact to be caused by the plan?	Explanation/Justification
		Loss through increased trampling as a result of promoting walking.		commercial farmland not open to public access and so no significant effects are anticipated. Any proposed project that was located within the zone of influence of a European site would require project level HRA. It is considered highly unlikely that a project would be proposed that had the potential for a direct impact on a European site
Habitat fragmentation	All habitats	Creation of new transport infrastructure could create barriers between habitats.	No	One of the policy themes requires that the transport network protects and enhances the natural environment. Any adverse effects on a European site would directly contravene this requirement. Projects put forward to implement the LTP would be required to be located outside the zone of influence of any European site. Any proposed project that was located within the zone of influence of a European site would require project level HRA.
Wildlife casualties	Bird species Bats	Policies which could generate increases in traffic.	No	The existing road network will be responsible for causalities amongst birds and those species which search for food along roads are more likely to be killed. European sites designated for birds are designated for species which would not be expected to be searching for food or nesting along roads, such as water fowl, and so these species are considered unlikely to be significantly affected. The only site designated for bats, Eversden and Wimpole Wood, is remote from roads and so it is considered unlikely that a significant effect would be realised. Any proposed project that was located within the zone of influence of a European site would require project level HRA.
Disturbance/ displacement	Bird species	Policies which could generate increases in traffic or increase built environment.	No	Nesting and foraging birds are already conditioned to tolerate road and rail traffic on the existing network. Any increases in traffic density on the existing network will not significantly increase this existing impact. Any new transport infrastructure located within the zone of influence of a European site designated for birds would require project level HRA to assess this potential effect.
Air pollution	Plant assemblages	Policies which lead to increases in nitrogen dioxide emissions.	No	One of the policy themes of the LTP is to conserve and enhance the environment and any projects brought forward will be assessed against this policy objective. Another policy theme is to reduce emissions in order to minimise climate change effects which would have a positive effect on air quality. Most Air Quality Management Areas within the CPCA territory are associated with town and city centres. An AQMA in Peterborough overlaps the Nene Washes SAC, however this site is vulnerable to hydrological effects rather than air quality. An AQMA in Huntingdon overlaps the Portholme SAC, however this site is vulnerable to sedimentation and water pollution from phosphates rather than air quality. The diversion of the A14 to the south of the site is likely to improve air quality in the immediate vicinity of Portholme.
Noise/Vibration	Breeding birds Bats	Policies which lead to increases in noise or vibration.	No	One of the policy themes of the LTP is to conserve and enhance the environment and any projects brought forward will be assessed against this policy objective. Sensitive species will be conditioned to accept noise and vibration from the existing road network and any increases in noise through increased traffic density are unlikely to cause a

Type of impact	Site feature(s) potentially impacted	Activity which may cause impact	Assessment of a potential impact to be caused by the plan?	Explanation/Justification
				significant effect. Any maintenance of the network or upgrading of infrastructure could have a temporary effect during construction periods, however any construction work would be undertaken in accordance with standard methods to control such operations. Any work undertaken within the zone of influence of any European site would require a project specific HRA.
Artificial lighting	Breeding birds Bats	Policies which lead to increases in light pollution.	No	Nesting birds are already conditioned to tolerate lighting on the existing road network. Any increases in light levels on the existing network will not significantly increase this impact. New lighting schemes will be designed to modern standards limiting the amount of overspill. Any new transport infrastructure located within the zone of influence of a European site designated for birds would require project level HRA.
Water pollution	All species	Policies which could generate increases in road traffic.	No	Portholme and Nene Washes are adjacent to roads and are suffering from phosphate contamination from surface water. Fenland/Wood Walton Fen is also vulnerable to water pollution but is remote from any transport network. The source of phosphates is discharges from sewage treatment works and agricultural run off with a very minor component attributable to road runoff and so it is considered unlikely that there will be any significant effect on any European site from water pollution attributable to the policies within the LTP. Any projects brought forward through the LTP which have the potential to cause water pollution would be subject to project specific HRA.
Contamination	All species	Policies which could generate increases in road traffic.	No	One of the objectives of the LTP is to conserve and enhance the environment and any projects brought forward will be assessed against this policy objective. Contamination arising from the existing transport network is managed to prevent significant effects. Any new transport development will go through the planning process which will examine potential effects. Any potential effects on a European site will be assessed through a project specific HRA.

Source: Mott MacDonald

7.3 Potential for Significant Effects on European Sites

The European sites considered within this study have varying sensitivities based on the features which make up the designation.

Table 11: Screening Table

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
Ouse Washes SAC, SPA and Ramsar	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Whooper swan Eurasian wigeon Gadwall Eurasian teal Northern pintail Northern shoveler	This site is mostly in unfavourable condition due to the decline in features supporting breeding birds and loss of extent and quality of grassland. The site is suffering from diffuse pollution from sewage treatment works and agricultural run-off. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Nene Washes SAC, SPA and Ramsar	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Black-tailed godwit Northern pintail Ruff Spotted crake Bewick's swan	This site is mostly in unfavourable condition due to increased spring flooding and winter flood depths causing a decline in features supporting breeding birds. The site is suffering from diffuse pollution from sewage treatment works and agricultural run-off. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Orton Pit SAC	Hard oligo-mesotrophic waters with benthic vegetation of *Chara spp* Great Crested Newt	This site is mostly in unfavourable condition due to disease and predation of great crested newts, inappropriate scrub control, inappropriate weed control and illegal activity at the site. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Fenland SAC	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Spined loach Great Crested Newt	This site is generally in unfavourable condition with pressures from grazing management and water level causing unfavourable conditions. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
Portholme SAC	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)	This site is in unfavourable condition due to excessive winter flooding with phosphate diffuse pollution and sedimentation. The current upgrading of the A14 project will remove a major trunk road from the boundary of this site which will reduce pollutant loading from highway runoff and vehicle emissions. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Devils Dyke SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	50.0% of the woodland and grassland habitat in this site is considered to be in favourable condition with the other 50.0% in unfavourable condition though recovering due to low tree and scrub cover and areas of bare ground caused by over grazing of rabbits. The grassland species present are also not characteristic of the chalk grassland which forms the notifiable feature. The management plan for the site sets out a regime of appropriate grazing and cutting combined with control of the rabbit population to encourage the establishment of chalk grassland. Inappropriate scrub control and air pollution (atmospheric nitrogen deposition) have been identified as issues that are currently impacting or threatening the condition of the features. The published site improvement plan has an action on Natural England to investigate causes of nitrogen deposition. The site is adjacent to the A14/A11, a strategic trunk road connecting the ports of Harwich and Felixstowe with the Midlands and Norwich with London. The LTP will advance policies to protect the existing environment and reduce emissions from vehicles which will have beneficial effects on air quality. The cause of the unfavourable condition of the site is not related to impacts associated with traffic and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Eversden and Wimpole Wood SAC	Barbastelle bats	This site is generally in unfavourable condition due to poor protection of nearby roosting and foraging sites. The supporting habitat is sensitive to changes in air quality, particularly nitrogen and acidity. The site is isolated from any major trunk roads in the region and is some 650m at closest approach to the nearest A class road (A1198). This separation is considered sufficient to reduce any possible impacts from traffic emissions to an insignificant level and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable. Furthermore, the LTP has a policy to reduce emissions from vehicles which will have beneficial effects on air quality.	NO LIKELY SIGNIFICANT EFFECT
Barnack Hill and Holes SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (*important orchid sites)	This site is currently in favourable condition due to grazing management. Atmospheric nitrogen deposition has been identified as threatening the condition of the site. The site is located 2.2km from the nearest trunk road (A1M) and 1.7km from the nearest railway line with only minor roads approaching the site. This	NO LIKELY SIGNIFICANT EFFECT

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
		separation is considered sufficient to reduce any possible impacts from traffic emissions to an insignificant level and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable. Furthermore, the LTP ha a policy to reduce emissions from vehicles which will have beneficial effects on air quality.	
Upper Nene Valley Gravel Pits SPA and Ramsar	Mute swan Gadwall	This site is generally in unfavourable condition due to inappropriate grazing management with invasive species present. The site is located outside the territory of the LPA and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Wood Walten Fen Ramsar	Open fen and swamp Fen violet, fen wood-rush Invertebrate assemblage	This site is generally in favourable condition. Habitat succession from grassland to reeds due to poor water management is being countered by revision to the water level management plan with increased grazing and cutting. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Chippenham Fen Ramsar	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	The site is almost entirely in favourable condition. The site is isolated from the trunk road network being over 2km from the nearest (A14). It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Wicken Fen Ramsar	Mosaic of habitats from open water to sedge and litter fields. Fen violet.	This site is generally in unfavourable condition with pressures from grazing management and water level causing unfavourable conditions. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Breckland SPA	Dry heath and grassland	The site is in favourable condition and is managed farmland. As long as the land continues to be used sensitively with crop rotation	NO LIKELY SIGNIFICANT EFFECT

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
		patterns that favour ground nesting birds the condition of the site is not expected to deteriorate. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	

Source: Mott MacDonald Limited

7.4 Projects

Various projects will be taken forward in order to implement the LTP. Each proposed project is assessed by the local planning authority in terms of its potential for environmental impacts and effects on European sites. Appendix B lists various projects that have gone through the planning system, many of which have undergone screening in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations. The established planning mechanisms take account of in-combination effects a proposed development would have, and these are assessed before the proposal achieves consent.

It is considered reasonable to assume that there will be no likely significant effects arising from adoption of the LTP in combination with projects that have already been consented.

The LTP refers to projects that are currently being planned or developed. These are discussed below.

Sustainable Travel Improvements Peterborough City Council

Promoting sustainable travel and infrastructure improvements in Peterborough will address the current poor-quality walking and cycling infrastructure within Peterborough and increase levels of active travel. This project would tend to reduce car journeys and would consequently have beneficial effects on two European sites close to the city, Orton Pit and Nene Washes.

Peterborough University Access

A package of improvements to create and enhance walking and cycling links to the University, improve highway access to the Parkway network, and consider how best to replace the surface-level parking provision that currently occupies the University site. Improving active travel links to the campus will reduce car journeys. The campus is located within the city centre and is remote from any European site, buffered by other developments. It is considered reasonable to assume no likely significant effect on any European site from this project.

Eastern Industries Fengate Capacity, Peterborough City Council

Improvements to existing roads and junctions with pedestrian and cycling improvements. The Fengate business district is to the north of Nene Washes. Improving cycling and pedestrian infrastructure may reduce car journeys to the area and so it is considered reasonable to assume no likely significant effect on any European site from this project.

Cambridgeshire Strategic Bus Review

Implementing recommendations from the Strategic Bus Review within Greater Cambridge, with the aim of ensuring a more reliable, better quality and more attractive bus network to passengers. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project.

Central tunnelled infrastructure within Cambridge

Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section of route provides high quality, segregated connectivity – unaffected by traffic congestion – for CAM services across and within Cambridge, transforming accessibility to key destinations and employment sites from across Cambridgeshire and Peterborough. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project.

Cambridge towards St Ives, Huntingdon, Alconbury Weald and Peterborough and/or Fenland

Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section will connect St Ives, at the end of the Cambridgeshire Guided Busway, to Huntingdon and Alconbury Weald, with the potential for further extensions to Peterborough and/or Fenland. The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project.

Cambridge East towards Mildenhall

Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section of the route will provide important connectivity to the east of Cambridge, opening up development for 2,500 homes, and includes a connection to the Newmarket Road P&R site and/or the relocation of the P&R site to Airport Way closer to the A14. The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project..

Royston to Granta Park Strategic Growth and Transport Study

A strategic economic growth and transport study to include outline business case development for a scheme(s) in the area to facilitate growth at the internationally important biotech cluster to the south of Cambridge. There are no specific developments proposed as yet with this project. The route between Royston and Granta Park following the A505 and mainline railway is not close to any European site and so no likely significant effect is reasonably assumed.

Cambridge Biomedical Campus towards Haverhill (Cambridge South East Transport Study)

Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section will connect the future Cambridge South station, Cambridge Biomedical Campus and Babraham Research Campus to new developments in Granta Park, and a new Park & Ride site at the A11, with the potential for a future extension to Haverhill. The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project.

Cambridge Science Park to Waterbeach (Cambridge North East Transport Study)

Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This component of the route will help to connect Waterbeach New Town to the Science park and City Centre, encouraging the development of over 9,000 new homes in Waterbeach and 5,000 jobs at the Science Park as well as supporting development at Cambridge Northern Fringe East. It will also provide new Park & Ride capacity on the A10 corridor, at an expanded Milton Park & Ride and/or a new site near Waterbeach. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project.

Cambridge to Cambourne and St Neots

Delivery of a segregated, high-quality mass transit network connecting existing market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section will connect Central Cambridge to Cambourne, serving major developments at West Cambridge, Bourn Airfield and Cambourne, with potential for a future extension to St Neots. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality and reductions in noise. It is considered reasonable to assume no likely significant effect on any European site from this project.

Coldhams Lane Improvements, Cambridge

Design phase of improvements to the junction of Coldhams Lane, Brooks Road and Barnwell Road, Cambridge. Aim to improve safety for cyclists. This project is within Cambridge city centre and remote from any European sites. No likely significant effect is reasonably assumed.

St Neots River Great Ouse cycle bridge

Delivery of a new foot and cycle bridge in St Neots, located to the north of the town, offering a safer, traffic-free crossing of the River Great Ouse. This project is within St Neots town centre and remote from any European sites. No likely significant effect is reasonably assumed.

Capacity enhancements around Huntingdon

Study to determine capacity enhancements surrounding Huntingdon, which could include junction upgrades on the A141, re- routing of the A141 north of Huntingdon, and/or a new route between the A141 / A1123 and the A1307 (old A14). The nearest European site is Portholme SAC, over 2.0km away. No significant effect is reasonably predicted.

March Access Package
Package of measures to increase capacity and improve accessibility to March including the March Northern Link Road and junction improvements. These schemes are all located within March town and are remote from any European sites. No significant effect is reasonably predicted. Wisbech Access Study package

Study investigating the feasibility of a package of individual transport schemes that aim to improve the transport network in Wisbech. These schemes are all located within Wisbech town and are remote from any European sites. No significant effect is reasonably predicted.

Rail Services

Cambridge South Station – delivery of a new station at Cambridge South, neighbouring the Cambridge Biomedical Campus, including four-tracking and associated junction improvements. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Ely Area Capacity Enhancement – junction upgrade at Ely North to enable additional freight and passenger trains, while retaining road access for Prickwillow, Queen Adelaide and North Ely residents. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Soham station – construction of a new railway station at Soham, served by Ipswich to Peterborough rail services. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Ely to Soham Track Doubling – doubling the track between Ely and Soham, facilitating additional passenger and freight services. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Regeneration of Fenland railway stations – March, Manea and Whittlesea – a package of improvements, including platform lengthening, with the aim of encouraging rail travel and allowing longer trains with greater capacity to call at these stations. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Wisbech Rail – reopening of the disused railway line between March and Wisbech, with direct services from Wisbech to Ely and Cambridge. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Huntingdon to Peterborough Four Tracking - The East Coast Mainline between Huntingdon and Peterborough is remote from any European site. No significant effects are envisaged.

Hampton East Coast Main Line Crossing – a new bridge and link road between the A605 Stanground Bypass and the London Road/The Serpentine roundabout. This project is in the centre of Peterborough. No significant effects are envisaged.

Newmarket to Cambridge Track Doubling – additional passing loops or double tracking to enable half-hourly services between Cambridge, Newmarket and Ipswich. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

East West Rail (Central Section) – delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Electrification of rural rail routes would require minor temporary works to erect stanchions and trim lineside vegetation where required. Electrifying railways would be anticipated to lead to reductions in noise and improvements in air quality.

Waterbeach Station Relocation – relocation of Waterbeach station to better serve future development at Waterbeach New Town, and provide capacity for longer 8 – 12 car trains.

A10 Foxton Travel Hub and Whittlesford Travel Hub – encouraging onward travel into Cambridge by train. No significant effect is reasonably predicted.Road Schemes

A number of road schemes are being developed.

A10 Ely to Cambridge Capacity Improvements – dualling of the A10 (either completely, or at particular sections) between the Milton Interchange and the A10/A142 ‘BP’ roundabout in Ely, improvements to the A14/A10 Milton interchange in Cambridge, and a parallel segregated walking and cycling route. Designed to increase capacity and support proposed housing development at Waterbeach. Implementation of this project should reduce car journeys and lead to improvements in air quality along the road corridor. There are no European Sites close to the A10, the nearest being Wicken Fen 4.5km away. It is considered reasonable to assume no likely significant effect on any European site from this project.

A16 Norwood Dualling – dualling a small section near the Norwood development with a longer-term aspiration of dualling into South Lincolnshire. This project is to the north of Peterborough and remote from any European site. It is considered reasonable to assume no likely significant effect on any European site from this project.

A47 corridor improvement programme – completion of the dualling between Wisbech and the A1(M) west of Peterborough along with improvements at the A141 junction. This road lies adjacent to the Nene Washes SAC/Ramsar site at its eastern end. As noted previously this site is in unfavourable

condition due to increased spring flooding and winter flood depths causing a decline in features supporting breeding birds. The site is suffering from diffuse pollution from sewage treatment works and agricultural run-off. The dualling of the A47 and junction improvements will reduce congestion along the single-track sections of road and it is considered no likely significant effect is reasonably predicted.

A47 Wansford to Sutton - dualling of the A47 between Wansford and Sutton, and associated junction improvements at the Wansford / A1 roundabouts. This section of road is remote from any European site and it is considered no likely significant effect is reasonably predicted.

A47 Junction 18 improvements – the junction is located within the city centre and is remote from any European site, buffered by other developments. It is considered reasonable to assume no likely significant effect on any European site from this project.

A505 – there is a long term aim to dual this road from its junction with the A11 and Royston to the south. The A505 is not located within the ZoI of any European Site and so no significant effect is reasonably predicted.

M11 ‘Smart Motorway’ – there is a long term aim to upgrade this road to a 3-lane smart motorway between Stansted airport and the Girton interchange north of Cambridge. The M11 is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

A1 Wittering Improvement – new grade separated junction to improve road safety and access to Wittering village. This junction is not located within the ZoI of any European Site and so no significant effect is reasonably predicted.

A1 Baldock – Brampton capacity improvements –upgraded alignment and/or junction improvements. The road is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

A605 Oundle Road Widening - Alwalton to Lynch Wood Business Park – this project is located to the west of Peterborough some 2km from Orton Pit. It is considered reasonable to assume no likely significant effect on any European site from this project.

A605 King's Dyke level crossing replacement– highway improvement and level crossing replacement. A new bridge over the railway will prevent this congestion. The site is 1.1km from the Nene Washes Ramsar/SAC. Reducing stationary traffic on the road should improve air quality and so no significant effect is reasonably predicted.

A1260 Nene Parkway Junction 15 – capacity enhancements at junction (lane widening). This junction connects the A1260 with the A47 to the north of Peterborough and is remote from any European sites. It is considered reasonable to assume no likely significant effect on any European site from this project.

A1260 Nene Parkway Junction 32/33 Carriageway widening to three lanes in each direction over River Nene, and/or alternative options to relieve traffic flow – these junctions are in the centre of Peterborough, 1.5km north of Orton Pit and buffered by residential districts. It is considered reasonable to assume no likely significant effect on any European site from this project.

A1139 Fletton Parkway Junction 3/3A and Frank Perkins Parkway Junction 4/5 Improvements – the existing junctions are being widened to improve traffic flow onto and off this road. The road runs adjacent to the Orton Pit SAC which supports great crested newts. The construction work will be undertaken in accordance with legislative requirements to prevent harm to newts and so not significant effect is reasonably predicted. The Nene Washes SAC, SPA and Ramsar site is over 500m from the junctions on this road and buffered by residential and commercial development. No significant effect is reasonably predicted.

Oxford to Cambridge Expressway and A428 Dualling - delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link'). Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout. The A428 is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

A15 Paston Parkway Junction 22 to Glinton Roundabout – dualling of the A15 between Junction 22 and the Glinton Roundabout and associated junction improvements. Longer term goal of dualling into southern Lincolnshire. The road is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

Wider Cambridgeshire Cycling Interventions – local cycling improvements across urban centres in Cambridgeshire. No significant effect is reasonably predicted.

Additional M11 Park & Ride capacity – expanding Trumpington or providing a new facility on Junction 11. The road is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

Histon Road/Milton Road/Madingley Road: Bus. Cycling and Walking Improvements, Cambridge – this project tis within Cambridge city centre, no significant effect is reasonably predicted.

Chisholm Trail, Cambridge – new walking and cycling route within Cambridge, no significant effect is reasonably predicted.

Greenways – network of active routes connecting Cambridge with South Cambridgeshire villages. No significant effect is reasonably predicted.

Longstanton Park & Ride Expansion – expansion to 1000 spaces. Encouraging fewer car journeys between Huntingdon and Cambridge. No significant effect is reasonably predicted.

A141 / Alconbury Weald Enterprise Zone Southern Access - highway schemes to mitigate development impact, which will also support high-quality bus provision from St Ives (Busway) to Huntingdon/Alconbury. The road is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

A14 junction 37 and 38 improvements – junction upgrades, including an all-movements junction to increase capacity at J38. The road is not located within the ZoI of any European site and so no significant effect is reasonably predicted.

8 In Combination Effects

Where the LTP interacts with other plans or projects there is a potential for in-combination effects.

8.1 Plans

The Local Plan for each local authority forms the main policy document for delivering development within each area. The Habitat Regulations Assessments of these Local Plans conclude that there are no likely significant effects on any European sites reasonably anticipated through adoption of the Local Plans; except for Huntingdon District Council where an Appropriate Assessment (Task 2 of the assessment process) has determined potential effects relating to recreational use and flooding of Portholme SAC and the Ouse Washes SAC/SPA/Ramsar site. It is considered reasonable to conclude that the Local Transport Plan will not have any in-combination effects on these impact pathways at these two European sites.

Local transport plans for the surrounding local authorities have been reviewed; all propose similar policies to CPCA. Three of the adjoining local authorities, Suffolk County Council, Rutland County Council and Central Bedfordshire Council have published HRA of their Local Transport Plans. Each of these three HRAs also conclude no likely significant effects on European sites following adoption of the LTPs.

It is considered reasonable to assume that there will be no likely significant effects arising from adoption of the LTP in combination with other plans.

8.2 Projects

The planning portals for each planning authority have been searched for projects being progressed in the region. Any potential effects on European sites in combination with the policy and projects have been assessed in Table 12.

Table 12: Screening Table

Project	Site	Assessment of significance	Likely significance of impacts of the plan
Former Ridgeons site, Cromwell Road, Cambridge	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Old Press/Mill Lane (University of Cambridge)	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Plots 1 To 21 Cambridge Science Park Cambridge Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Cambridge City Council Mill Road Depot Mill Road Cambridge Cambridgeshire CB1 2AZ	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Lot S3 North West Development Site Madingley Road Cambridge Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
ARM 100 Peterhouse Technology Park Fulbourn Road Cambridge Cambridgeshire CB1 9PT	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
West Cambridge Site Madingley Road Cambridge Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Scotsdales Garden Centre 41 Market Street Fordham Ely Cambridgeshire CB7 5LH	Chippenham Fen (Ramsar) and	This project is within 2.0km of the Chippenham Fen (Ramsar) and Fenland SAC designated for calcareous basin mire and great crested newts. The site is a disused garden centre which has been intensively managed. It is considered that there are NO LIKELY IN-	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project

Project	Site	Assessment of significance	Likely significance of impacts of the plan
	Fenland SAC	COMBINATION EFFECTS from the plan in combination with this project.	
Site of Former Eastfield Nursery Eastrea Road Whittlesey Cambridgeshire	Nene Washes Ramsar and SPA	This project is within 2.0km of the Nene Washes Ramsar and SPA designated for rare bird assemblages and the three spined loach. The site is a disused garden centre which is being redeveloped into housing. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land East of 18 To 52 And Including 28 And 30 Peterborough Road Farcet	Eversden, SAC, Wimpole Wood SAC, Orton Pit SAC and Nene Washes SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. There are no impact pathways to Orton Pit or Nene Washes SACs which are 2.0km from the site. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land North of Mill Road Buckden	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land East of Houghton Hill Farm Houghton Road St Ives	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land North of The Memorial Hall School Lane Alconbury	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land West of Park Road and The Malting On Biggin Lane Ramsey	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land North of Wyton Piggery Cottage Sawtry Way Wyton	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.

Project	Site	Assessment of significance	Likely significance of impacts of the plan
Cambridge Research Park, Beach Drive, Off Ely Road (A10), Landbeach, Cambridge, CB25 9TL	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land at Site H 1/B, Babraham Road, Sawston, Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land north of Melbourn Science Park, East of the Moor, Melbourn, Royston, Herts	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land To The East Of Ridgeway, Papworth Everard, Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Barrington Cement Plant, Haslingfield Road, Barrington, Cambridge, Cambridgeshire, CB22 7RQ	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Relocated Railway Station, Bannold Road, Waterbeach, Cambs	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Plots 1 to 21, Cambridge Science Park	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land at Chesterton Sidings, Cowley Road, Milton	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.

Project	Site	Assessment of significance	Likely significance of impacts of the plan
Screening opinion for land off Teversham Road, Fulbourn	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land at Rampton Road, Cottenham	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Eternit UK, Whaddon Road, Meldreth, Royston, Cambridgeshire, SG8 5RL Land to west of Hall Drive, Hardwick, Cambridge	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land at The Ridgeway, Papworth Everard	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land to the south west of Rampton Road, Cottenham, Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
land east of New Road, Melbourn	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land off Teversham Road, Fulbourn, Cambridge.	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Northstowe Primary School	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.

Source: Mott MacDonald

9 Consultations

Consultations have been undertaken with the following stakeholders:

- Historic England
- Peterborough City Council
- Huntingdonshire District Council
- Cambridgeshire County Council
- East Cambridgeshire District Council
- Fenland District Council
- Highways England
- Cambridge City Council
- South Cambridgeshire District Council
- Natural England
- Network Rail

Comments from local authorities have tended to be focussed on the policies to be adopted within the LTP. Network Rail have noted the LTP and have committed to consider it in their future strategic planning. Historic England have noted the potential for impacts to the historic environment. Full details of the consultees responses and Steers responses to their comments are detailed within Cambridgeshire and Peterborough Local Transport Plan Consultation Report, Steer, 2020.

10 Conclusion

An assessment of likely significant effects on European sites within 2.0km (20.0km for otter SAC's and 30.0km for bat SAC's) of the Local Transport Plan was undertaken. 13 European sites were identified as being within the Zone of Influence of the Plan.

The proposed Plan is not directly connected with or necessary to the management of any of the European Sites, and consequently a screening assessment has been completed.

This screening concludes that the Local Transport Plan as a standalone plan is unlikely to result in a likely significant effect on any European site or their associated features.

Further, the assessment of in-combination effects of the plan and other plans or projects identified no likely in-combination effects.

The potential impacts of projects brought through under the terms of the Local Transport Plan will be assessed as their design progresses. Any likely significant effects arising from individual projects will be assessed and where required mitigation identified during the appropriate assessment implemented.

This HRA Task 1 screening considers that the proposed Local Transport Plan, either alone or in-combination, is not likely to have a significant effect on any European site or their associated features.

11 References

Chapman, C. & Tyldesley, D. 2016. Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects - a review of authoritative decisions. Natural England Commissioned Reports, Number207.

Department for Communities and Local Government, 2006. Planning for the Protection of European Sites: Appropriate Assessment Under The Conservation (Natural Habitats, &C) (Amendment) (England and Wales) Regulations 2006 Guidance For Regional Spatial Strategies. [pdf] Available at:

European Commission (2000) Managing Natura 2000 sites: the provisions of Article 6 of the Habitats Directive 92.43.EEC

European Commission (2002) Methodological guidance on the provisions of article 6.3 and 6.4 of the Habitats Directive 92.43.EEC

Highways Agency 2009, Design Manual for Roads and Bridges (DMRB) Volume 11 HD 44/09. Assessment of Implications on European Sites.

European Commission, 2001. Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC. [pdf] Office for Official Publications of the European Communities. Available at:
http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf

JNCC website - www.JNCC.gov.uk (All data was accessed during week commencing 25th May 2017)

Natural England, 2017. Designated Sites View. [online] Available at:
https://designatedsites.naturalengland.org.uk/

Steer Cambridgeshire and Peterborough Local Transport Plan Consultation Report (2020)

Appendices

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B. Planning Portal Search 68

A. Drawings

Item 6

Baston Fen

Rutland Water

Barnack Hills & Holes

Nene Washes

Orton Pit

Woodwalton Fen

Ouse Washes

Norfolk Valley Fens

Breckland

Upper Nene Valley Gravel Pits

Portholme

Wicken Fen

Chippenham Fen

Fenland

Devils Dyke

Eversden and Wimpole Woods

Location Map

Key to Symbols

- Ramsar
- Special Protection Area (SPA)
- Special Areas of Conservation (SAC)
- Local Authority Boundary
- CPCA Boundary

Notes

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Rev	Date	Drawn	Description	Ch'k'd	App'd
01	09/05/19	NC	Local Transport Plan SEA	JB	SP

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Client

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Title

CPCA Local Transport Plan
Strategic Environmental Assessment
Designated Sites

Designed	N/A		Eng Check	J Bates	
Drawn	N Critten		Coordination	J Bates	
GIS Check	E Bacon		Approved	S Price	

Scale at A3	Status	Rev	Security
1:310,000	PRE	P1	STD

Drawing Number
402819-MMD-XX-00-GIS-Y-0004

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0 10 20 30 Kilometres

B. Planning Portal Search

Cambridge City Council

Request for EIA Screening Opinion in respect of the proposed development of the former Ridgeons site, Cromwell Road, Cambridge for the development of up to 295 dwellings, a basement car park and approximately 272m² nursery and community facility.

Ridgeons 75 Cromwell Road Cambridge Cambridgeshire CB1 3EB

Ref. No: 18/5332/SCRE | Validated: Fri 19 Oct 2018 | Status: Awaiting decision

Request for EIA Screening Opinion in respect of Old Press/Mill Lane (University of Cambridge). Redevelopment of Old Press/Mill Lane site comprising re-purposing of existing buildings, demolition and erection of new buildings for a mix of uses comprising student residential, A1,A2,A3,A4 retail floorspace, B1 office space floorspace, D1 university and teaching space, D2 leisure floorspace, landscaping, public realm and highways improvements and associated works..

Old Press Site Mill Lane Cambridge Cambridgeshire CB2 1RX

Ref. No: 18/5154/SCRE | Validated: Wed 25 Apr 2018 | Status: Awaiting decision

Request for screening opinion: Plots 1 to 21, Cambridge Science Park Demolition of existing buildings and erection of two four story buildings for B1 use and multi-storey car park, including access and landscaping.

Plots 1 To 21 Cambridge Science Park Cambridge Cambridgeshire

Ref. No: 17/1553/SCRE | Validated: Fri 01 Sep 2017 | Status: Awaiting decision

Request for EIA Screening Opinion in respect of the proposed redevelopment of the site comprising the erection of 183 dwellings together with ancillary floorspace for Community / retail use (A1, A2, A3, D1 - 72sq m), a basement car park (100 spaces), surface water pumping station, and associated open space and landscaping following demolition of all buildings at Mill Road Depot.

Cambridge City Council Mill Road Depot Mill Road Cambridge Cambridgeshire CB1 2AZ

Ref. No: 17/2057/SCRE | Validated: Mon 27 Nov 2017 | Status: Awaiting decision

Environmental Impact Assessment Screening for Lot S3 of Phase 1 of the North West Cambridge Development Construction of 184 residential units, access road, cycle parking, landscaping, utilities and associated ancillary structures

Lot S3 North West Development Site Madingley Road Cambridge Cambridgeshire

Ref. No: 17/1111/SCRE | Validated: Fri 16 Jun 2017 | Decision EIA Screening not required

This is part of the wider North West Cambridge site which was granted planning permission in February 2013 (11/1114/OUT and SS/1886/11). Subsequently superseded by the Section 73 consent (S/2036/13/VC and 13/1402/s73). The wider approved development comprises up to 3,000 dwellings, up to 2,000 student bed spaces; 100,000m² employment floorspace, of which up to 40,000m² commercial floorspace and at least 60,000m². academic floor space, up to 5,300m² gross retail floorspace; senior living, up to 6,500m²; community centre; indoor sports

provision; police; primary health care, primary school, nurseries, hotel, energy centre; and associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.

Request for EIA Screening Opinion in respect of the proposed development of 'ARM C', approx. 11,695m² (Class B1 Use) and associated parking, at Peterhouse Technology Park. Open for comment icon

ARM 100 Peterhouse Technology Park Fulbourn Road Cambridge Cambridgeshire CB1 9PT

Ref. No: 17/0868/SCRE | Validated: Fri 12 May 2017 | Decision: EIA Screening required

Request for EIA Screening Opinion in respect of proposed shared facilities hub for University of Cambridge, West Cambridge Site, Madingley Road.

West Cambridge Site Madingley Road Cambridge Cambridgeshire

Ref. No: 17/0735/SCRE | Validated: Mon 24 Apr 2017 | Status: Awaiting decision

East Cambridgeshire District Council

SCREENING OPINION - for the erection of 200 dwellings

Site Between Cherrytree Lane And Orchard Row Fordham Road Soham Cambridgeshire

Ref. No: 19/00067/SCREEN | Received: Thu 10 Jan 2019 | Validated: Thu 10 Jan 2019 | Status: Pending Consideration

SCREENING OPINION - Erection of 168 dwellings (8 self build plots) and associated access, Parking and Open space.

Land South Of Blackberry Lane Soham Cambridgeshire

Ref. No: 17/00926/SCREEN | Received: Tue 23 May 2017 | Validated: Tue 23 May 2017 | Status: Unknown

SCREENING OPINION - outline planning application for 150 new homes, a 75-bed care home and a retail unit along with public open space and associated infrastructure on approximately 9 hectares of the site.

Scotsdales Garden Centre 41 Market Street Fordham Ely Cambridgeshire CB7 5LH

Ref. No: 17/00572/SCREEN | Received: Thu 30 Mar 2017 | Validated: Thu 30 Mar 2017 | Status: Unknown

SCREENING OPINION Erection of 300 Dwellings and Associated Works

Site Northwest of Kingfisher Drive Soham Cambridgeshire

Ref. No: 16/00164/SCREEN | Received: Wed 03 Feb 2016 | Validated: Wed 03 Feb 2016 | Status: Unknown

SCREENING OPINION 126 Residential Dwellings, Open Space and Cemetery

Land West of The Cherry Tree Public House Cherrytree Lane Soham Cambridgeshire

Ref. No: 15/01569/SCREEN | Received: Thu 03 Dec 2015 | Validated: Thu 03 Dec 2015 | Status: Unknown

SCREENING OPINION 300 Dwellings

Site Northwest of Kingfisher Drive Soham Cambridgeshire

Ref. No: 15/01565/SCREEN | Received: Wed 25 Nov 2015 | Validated: Mon 21 Dec 2015 | Status: Unknown

SCREENING OPINION Food Superstore and Petrol Filling Station. Six Retail Warehouse Units. A Pub Restaurant and Associated Landscaping and Highway Enhancements.

Downham Road Playing Fields Downham Road Ely Cambridgeshire

Ref. No: 14/00434/SCREEN | Received: Tue 15 Apr 2014 | Validated: Tue 15 Apr 2014 | Status: Unknown

SCREENING OPINION Proposed Leisure Development

Land Adjacent to Ely Rugby Club Downham Road Ely Cambridgeshire

Ref. No: 14/00215/SCREEN | Received: Tue 25 Feb 2014 | Validated: Tue 25 Feb 2014 | Status: Unknown

SCREENING OPINION Development of 100 Houses and Associated Landscaping

Land South 0f 18 Wilburton Road Haddenham Cambridgeshire

Ref. No: 14/00092/SCREEN | Received: Tue 28 Jan 2014 | Validated: Tue 28 Jan 2014 | Status: Unknown

Fenland District Council

Screening Opinion: Construction Plant and Logistics site (workshop, office/welfare building, car park, trailer park and storage and drainage areas)

Lattersey Field Benwick Road Whittlesey Cambridgeshire

Ref. No: F/YR18/0201/SC | Received: Mon 26 Feb 2018 | Validated: Mon 26 Feb 2018 | Status: Further information not required

Screening Opinion: Residential Development (up to 600 dwellings)

Land to the South Of Barkers Lane March Cambridgeshire

Ref. No: F/YR16/0345/SC | Received: Thu 12 May 2016 | Validated: Thu 12 May 2016 | Status: Further information not required

Screening Opinion: Residential development (139 dwellings max) with associated landscaping

The College of West Anglia Elm High Road Wisbech Cambridgeshire PE13 2SJ

Ref. No: F/YR16/0319/SC | Received: Mon 09 May 2016 | Validated: Mon 09 May 2016 | Status: Further information not required

Screening Opinion: Residential development (350 dwellings max) with associated landscaping, open space and infrastructure

Land East of Wenny Road Chatteris Cambridgeshire

Ref. No: F/YR16/0093/SC | Received: Wed 10 Feb 2016 | Validated: Wed 10 Feb 2016 | Status: Further information not required

Screening Opinion and Scoping Opinion: Residential and associated development (14.37 hectares)

Land East of Halfpenny Lane Wisbech Cambridgeshire

Ref. No: F/YR15/1125/SC | Received: Wed 23 Dec 2015 | Validated: Wed 23 Dec 2015 | Status: Further information required

Screening/Scoping Opinion: Erection of 169 dwellings with associated infrastructure and landscaping

Site of Former Eastfield Nursery Eastrea Road Whittlesey Cambridgeshire

Ref. No: F/YR15/0505/SC | Received: Wed 17 Jun 2015 | Validated: Wed 17 Jun 2015 | Status: Further information not required

Huntingdonshire District Council

SCREENING OPINION - Outline planning application for the demolition of two existing dwellings and erection of up to 185 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point and separate pedestrian access from Peterborough Road and St Mary's Street. All matters reserved except for means of access

Land East Of 18 To 52 And Including 28 And 30 Peterborough Road Farcet

Ref. No: 18/70188/SCRE | Received: Wed 15 Aug 2018 | Validated: Wed 15 Aug 2018 | Status: Unknown

Screening Opinion: Up to 250 residential dwellings including 40% Affordable Housing

Land North of Mill Road Buckden

Ref. No: 18/70136/SCRE | Received: Tue 29 May 2018 | Validated: Tue 29 May 2018 | Status: Unknown

Screening Opinion: Outline planning (with all matters reserved except for means of site access) for the erection of up to 350 dwellings, provision of new internal access roads and footpaths, public open space and landscaping, surface water attenuation and associated infrastructure

Land East of Houghton Hill Farm Houghton Road St Ives

Ref. No: 18/70137/SCRE | Received: Tue 22 May 2018 | Validated: Wed 30 May 2018 | Status: Unknown

Screening Opinion: development of up to 140 residential units, open space, access and associated infrastructure.

Land North of The Memorial Hall School Lane Alconbury

Ref. No: 18/70074/SCRE | Received: Mon 26 Mar 2018 | Validated: Mon 26 Mar 2018 | Status: Unknown

Screening Opinion: Railway Track Between Woodwalton And Huntingdon Station Approach Huntingdon

Ref. No: 17/70105/SCRE | Received: Fri 19 May 2017 | Validated: Fri 19 May 2017 | Status: Unknown

Proposed Residential Development involving the Erection of 141 Dwellings, proposed access arrangements, and associated works at land to the north and south of Biggin Lane.

Land West of Park Road nd The Malting On Biggin Lane Ramsey a

Ref. No: 16/70147/SCRE | Received: Fri 09 Sep 2016 | Validated: Fri 09 Sep 2016 | Status: Unknown

Crematorium - SCREENING

Land North of Wyton Piggery Cottage Sawtry Way Wyton

Ref. No: 16/70145/SCRE | Received: Wed 31 Aug 2016 | Validated: Wed 31 Aug 2016 | Status: Unknown

South Cambridgeshire District Council

S/3825/18/E1 EIA screening opinion Plots 4,000 (formerly Zone X), 500 (formerly Zone W) and, 6200/6300 (formerly Part Zone Y), Cambridge Research Park, Beach Drive, Off Ely Road (A10), Landbeach, Cambridge, CB25 9TL

S/3078/18/E1 EIA Screening Opinion: Land at Site H 1/B, Babraham Road, Sawston, Cambridgeshire (160 residential units)

S/2652/18/E1 EIA Screening Opinion: Land north of Melbourn Science Park, East of The moor, Melbourn, Royston, Herts (11477 sqm GEA of office and research accommodation)

S/1026/18/E1 EIA Screening Opinion: Land To The East Of Ridgeway, Papworth Everard, Cambridgeshire (175 residential dwellings)

S/1097/18/E1 EIA Screening Opinion: for reserved matters application for 220 residential units Barrington Cement Plant, Haslingfield Road, Barrington, Cambridge, Cambridgeshire, CB22 7RQ

S/4177/17/E1 EIA Screening Opinion: Relocated Railway Station, Bannold Road, Waterbeach, Cambs

S/3156/17/E1 EIA Screening Opinion: Relocated Railway Station, Bannold Road, Waterbeach, Cambs

S/3051/17/E1 Screening Opinion: request Plots 1 to 21, Cambridge Science Park

S/1245/17/E1 Screening Opinion: Land at Chesterton Sidings, Cowley Road, Milton (Up to 1,000 residential units, up to 3,000m² of ancillary communal space, up to 1,500 m² of retail space, associated landscaping, public space, car and cycle parking, sustainable drainage and other infrastructure).

S/0626/17/E1 Screening Opinion: for land off Teversham Road, Fulbourn (110 new residential dwellings)

S/2828/16/E1 Screening Opinion: for land at Rampton Road, Cottenham (154 dwellings)

S/2228/16/E1 EIA Screening Opinion: for mixed use development (up to 150 dwellings) Eternit UK, Whaddon Road, Meldreth, Royston, Cambridgeshire, SG8 5RL

S/0113/16/E1 EIA Screening Opinion: for up to 200 dwellings, associated Land to west of Hall Drive, Hardwick, Cambridge.

S/2636/15/E1 EIA Screening Opinion: Land at The Ridgeway, Papworth Everard (215 dwellings)

S/1816/15/E1 Proposed residential development screening opinion Land to the south west of Rampton Road, Cottenham, Cambridgeshire (225 residential dwellings and 70 apartments with care)

S/2749/14/E1 Request for EIA Screening Opinion: in respect of proposed development on land east of New Road, Melbourn (199 dwellings with care home of up to 75 beds)

S/1642/14/E1 Request for Screening Opinion for Residential Development Land off Teversham Road, Fulbourn, Cambridge. 100 - 125 new residential dwellings)

S/0847/14/E1 Screening Opinion carried out by Cambridgeshire County Council for Northstowe Pr' off B1050 in the parish of Longstanton' (Primary school and pre-school)

Peterborough City Council

Planning application lists are online, but associated documents are not, so there is insufficient details to screen projects in or out. Various residential applications listed but number of units are not detailed, all applications currently screened out based on lack of available information.

Control Information

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CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Engagement: LTCP

09/11/2023

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1	26/04/2023	EW	TB	TB	
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Local Transport and Connectivity Plan

Introduction

This paper provides a summary on engagement for the Local Transport and Connectivity Plan (LTCP).

LTCP

The future of local transport planning for the Cambridgeshire and Peterborough area has and continues to undergo rapid change. Since the publication of the Local Transport Plan (LTP) in early 2020 there have been significant changes that have directly and indirectly impacted on the current transport network and the appropriateness of the overarching strategy.

The draft LTCP describes how transport and digital interventions can be used to address current and future challenges and opportunities for the region. It will set out the revised policies and strategies needed to secure growth and ensure that planned developments can take place in the county in a sustainable way.

The purpose of a LTP is to:

- Outline the current baseline regarding transport, accessibility, and pollution
- Set out challenging, but achievable, objectives
- Set out the timeline for achieving these objectives
- Outline 'bids' for funding from the DfT.

Stakeholder engagement

Collaboration is a core organisational value. The LTCP has been developed alongside County, District and City Council partners from an early phase, including its foundational vision, goals, and objectives.

A summary of engagement is shown below:

Before May 2022	3 meetings offered to each constituent council officer and members including: - Cambridgeshire County Council - Peterborough City Council - Huntingdon District Council - East Cambridgeshire District Council - South Cambridge District Council - Fenland District Council - Greater Cambridge Partnership (GCP) - Greater Cambridge Shared Planning (GCSP) Meetings included discussing updates to Overall strategy and Local Section. Drafting was done by CPCA and reviewed or by Council itself. These updates were used for the draft LTCP for Public Consultation/ Meetings with MPs to update on LTCP..
May - October 2022	*Public Consultation* Part of consultation constituent councils submitted feedback – this became part of Consultation Report and "You Said We Did" document.
Nov -Jan 2023	Following consultation each constituent council offered meetings to go through comments on draft LTCP. Again, each Council either reviewed the updates or helped redraft. CCC team supported drafting of LTCP.
Jan-Feb 2023	Following January Combined Authority Board – Draft LTCP was reissued to all constituent council for further comment / updates on both Overall Strategy and Local Sections.
March-April 2023	Following March Combined Authority Board – further updates made with constituent Councils on overarching strategy and local sections Reached out to all neighbouring councils for comment on LTCP Request to all constituent Councils for pictures and case studies to include in document. Cambridgeshire County Council also commented on Fenland, Huntingdon, Greater Cambridge and East Cambridge Local section.
May 2023	Further engagement with constituent Councils to finalise LTCP and Local Sections

Public Consultation

Pre-engagement

We held a public pre-statutory consultation engagement phase in November 2021 with key stakeholders including local employers, education, and health organisations, as well as members of the public. This phase asked for feedback on the overall vision, goals, and objectives. Mapping was undertaken to identify a range of stakeholders across the region and from a variety of sectors. Communications activities including press releases, newsletters and a social media strategy were developed. The aim was to gain from stakeholders their feedback on what the LTCP should seek to achieve before the full draft of the document was made.

A dedicated website, yourltcp.co.uk, was established so people could give feedback in the pre-engagement phase of the Plan's development.

This collaborative and listening-led approach involved an engagement process more rigorous and long-lasting than the usual consultative process. The work with the public and stakeholders at the early phase also raised awareness of the LTCP.

Public Consultation

Communications on the progress of the Plan continued throughout the full 12-week public consultation that ran from May to August 2022. Members of the public could sign a 'register of interest' updating on the LTCP's progress, including when the consultation would launch. The consultation involved an in-depth stakeholder engagement plan, which included continued collaboration with local councils and the stakeholders who participated in the pre-engagement. As with the pre-engagement, stakeholders from a range of sectors from private, to public and third sectors were invited to briefings on the draft LTCP where they could also ask questions and give feedback. They included businesses from a range of sectors, campaign groups, charities, health, and education stakeholders. Information about the Plan was also passed through wider networks in business and public sectors.

The consultation was widely promoted through media, social media, and advertising, including at 800 bus stops in the region, to raise awareness of the consultation.

The yourltcp.co.uk website was updated and expanded to serve as a full consultation website where people could read more information about the draft LTCP and take part in the consultation. Fourteen in-person consultation events were held at various venues across each of the Districts and cities in our area and were advertised in local newspapers and through the local media. Consultation packs and survey forms were also available at local pick-up points in each District, and these could be returned freepost. Consultees could also call a freephone information line.

The consultation questions were broken down into the LTCP's draft vision, goals, and objectives, and then inviting feedback on the overall and regional transport strategies for Cambridgeshire and Peterborough. Consultees could also give more general feedback about the document.

A consultation report and a 'You Said, We Did' document describing how the feedback shaped the Plan was produced following analysis of the consultation feedback and is available as part of this Plan's documentation suite.

Summary of Engagement

Leaders Strategy Meeting

Leaders Strategy Meeting to provide updates on Briefing on LTCP. Dates are shown below:

3/17/2021
8/4/2021
12/8/2021
1/12/2022
3/9/2022
4/13/2022
9/7/2022
5/10/2022
10/5/2023
08/11/2023

Transport and Infrastructure Committee

Transport and Infrastructure Committee meeting to provide updates on LTCP. Dates are shown below:

11/04/2020
03/10/2021
09/08/2021
01/12/2022
18/01/2023
15/03/2023
15/11/2023

Combined Authority Board Meeting

Combined Authority Board meeting to provide updates on LTCP. Dates are shown below:

25/11/2020
24/03/2021
26/01/2022
22/03/2023
20/09/2023

Member of Parliament (MP) Meeting

Meeting with MPs to provide update on LTCP. Dates are shown below:

04/02/2022	Lucy Frazer MP
04/02/2022	Shailesh Vara MP
10/02/2022	Anthony Brown MP

11/02/2022	Jonathon Djanogly
25/02/2022	Daniel Zeichner MP

Council Meetings

Meetings with Constituent Councils providing update and input on LTCP are shown below:

Greater Cambridge including Cambridge City Council, South Cambridge District Council (SCDC), Greater Cambridge Partnership (GCP) and Greater Cambridge Planning Services (GCPS)	12
Cambridge County Council	11
Fenland District Council	6
Huntingdonshire District Council	7
Peterborough City Council	11
Invite to all	18
Combined Authority officers presented at Member Meetings with constituent Councils	13

2 meetings were also undertaken with neighbouring Councils.

Transport & Infrastructure Committee

15 November 2023

Agenda Item **7**

Title:	Bus Strategy Update, including Bus Network Review
Report of:	Neal Byers
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	Yes
Voting Arrangements:	A vote in favour by at least two thirds of all members (or their substitute members) appointed by the Constituent Councils, to include the members appointed by Cambridgeshire County Council and Peterborough City Council, or their substitute members.

Recommendations:	
A	To receive and consider the findings of the Bus Network Review.
B	To note the positive and constructive engagement with communities and bus operators.
C	To recommend to the CPCA board the proposals for the 19 tendered bus services which were placed under review.
D	To recommend to the CPCA board a preferred way forward for the allocation of the BSIP+ funding.
E	To note the proposed focus for short-term investment if further funding was available.
F	To note the intension of CPCA to submit a submission to the Zebra round 2.
G	To note the work of CPCA to audit the on-street bus service infrastructure and information.
H	To note the update on the national £2 fare scheme.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
	Achieving ambitious skills and employment opportunities
	Achieving good growth
X	Increased connectivity
	Enabling resilient communities
The proposal sets out three important workstreams to improve the bus network in the Combined Authority area. Buses are an essential part of providing connectivity to our communities.	

1. Purpose

1.1	The Combined Authority and its partners are seeking an approach to provide the 'best possible' tendered bus network within the funding available. The previous approach was limited as decision makers did not have a clear process and sufficient data. The Bus Network Review is required to enable the CPCA Board to make future decisions on a more structured and balanced basis.
1.2	This paper sets out the further findings of the Bus Network Review and sets out recommendations for services to be retained and further work required to complete the review. The paper also provides an overview of an audit of the on-street infrastructure, the intension to submit a further bid to the national Zebra funding scheme and updates on the national £2 fare scheme.

2. Proposal

2.1	There is a medium-term vision to explore the best delivery model to recast the network and peoples experience of it through Bus Reform i.e. Enhanced Partnership or Franchising. An immediate decision was taken to secure the existing network and retender services during 22/23 and 23/24. Over the 23/24 financial year, the Bus Network Review workstream was established. The approach will enable Leaders to make decisions for the 24/25 financial year for tendered services on a more structured and balanced basis. The Bus Network Review focuses on the tendered bus services. Bus Reform will provide a more strategic and ambitious response to the challenges faced by the bus system.
2.2	All existing tendered bus services have been assessed against the framework. The outcome of the analysis provides a ranking of each service against the objectives set out in the Local Bus Service Assessment Framework. This assessment has considered the need and affordability of each service. It has also considered the distance travelled for each service to help establish the value for money of more rural services.
2.3	**Undertaking the Bus Network Review** The bus network review has been undertaken in two phases. This report presents the findings of the second stage which sets out those services which needed to be improved and services where further data was required. The focus of the next part of the report is on the assessment of the 19 bus services which were placed under review. Recommendations are made to retain many of the services, with improvements to existing services and new services proposed to improve connectivity for a number of communities.
2.4	**Re-cap of Initial recommendations in September for scheduled services** 51 bus services are performing well in terms of the need and performance. 2 of those are marginally above the £12 per passenger journey. These 51 services are to be retained and promoted to ensure continued viability. 19 bus services were identified for review. The relevant local authority leaders have been engaged to explore proposals to improve the services.
2.5	The following table summarises the service which have been reviewed.

Service route	Service number
Duxford - Whittlesford - Sawston - Whittlesford - Duxford	7A
Cottenham - Chatteris - March	8A
Peterborough: City Hospital – Hampton (Trial)	29
Over - St Ives	15
Cambridge - Fowlmere - Barley	31
Cambridge - Orwell - Wrestlingworth	75

Newmarket - Fulbourn - Teversham - Newmarket Road Park & Ride	18
St Neots - The Offords - Buckden	65
West Huntingdonshire Demand Responsive Transport (Trial)	Ting
St Ives - Somersham - Ramsey	301
Huntingdon - Ramsey - Chatteris	305
St Neots - Kimbolton - Tilbrook	150
St Ives Town Service	22A (300)
Peterborough - Upwood	415
March Town Service	33A
Royston - Bassingbourn - Guilden Morden	17
Newmarket - Fordham - Soham - Stuntney - Ely	12
Haverhill - Linton - Burrough Green	19
Eynesbury - St Neots - Eaton Ford/Eaton Socon - St Neots - Eynesbury	61

Service requiring further information:

Service route	Service number
Cambridge - Cambourne	Citi4
St Ives - Pidley - Warboys	22/22X
Peterborough: Queensgate - Lynch Wood	23/23A
Ely - Cottenham - Impington	110
Newmarket - Isleham	203

2.6 **Engagement with Operators, Councillors and Stakeholders**

CPCA officers have engaged with all of the bus operators to set out the overall approach and impact on services they currently run. These sessions have been used to identify operational improvements, to gather additional data and to support a positive relationship between CPCA and the bus operators.

To inform bus service changes and improvements a wide range of stakeholders have been engaged during September and October. This engagement includes all local authority leaders, local Councillors, parish council groups and community groups, for example:

- Cambridge and Peterborough Integrated Care Board
- Fenland Transport Access Group
- Huntingdonshire Councillors Group
- Wittering Community group
- Cambridgeshire Sustainable Travel Alliance
- East Cambridgeshire Councillors and officers
- Two sessions with South Cambridgeshire Councillors on services 7A, 31 and 75
- A to B1120 community group

Subject to the recommendations being agreed, further engagement will be planned to resolve any points of detail and to support communication of the proposed changes.

2.7 **Recommendations for services under review**

The following summarises the recommendations for each of the bus services which have been placed under review. The services which are retained would be contracted for a further 12 months. This contract period reflects the considerations on Bus Reform to enable the CPCA Board to transition to an Enhanced Partnership or Franchise without incurring costs associated to contract variations which may be determined in the 2024/25 financial year. Appendix A provides a summary for each of the services, alongside the data which describes the service and map of the current route.

Service	Recommendation	Justification
7A	Retain, with improvements	This service has been reviewed as part of a package which includes 7A, 31 and 75. The 7A is recommended to be merged with a home to school service. This will provide a more cost-effective solution for both CPCA and Cambridgeshire County Council, while retaining connections for the community. A number of options have been considered for the three services, which together are intended to provide a more joined-up and integrated service, while significantly improving the value for money.
8A	Retain, with improvements	The service used to travel into Cambridge City, however, currently ends at Cottenham. This end point was determined in response to a commercial service which meant the service could no longer travel the full journey due to the potential for competition. The current end point provides no facilities for effective interchange and therefore the service has become unattractive. The proposed change is to provide a significantly improved interchange at the Milton Park and Ride. This is intended to drive additional demand by making use of a key interchange point.
29	Further engagement required	This service was introduced as a trial to provide an alternative direct route to the existing interchange option which is available. The service has seen very limited take-up over a number of years and therefore it is proposed to undertake a further review to establish if the trial should end. Last year there were less than 2,000 passengers. In addition to this service, the communities have access to important destinations, including the hospital via interchange at Peterborough bus station.
15	Retain, with improvements	The service provides a short connection to local communities in the area. In the immediate term the service can be extended to serve Willingham, which will create more demand for the service, develop the catchment area and add a direct link to St Ives for Willingham residents. A further review should be undertaken which explores the options to link with the 1A and 5A, with improved connections to Sutton. This is suggested as part of the next review of bus services.
31 and 75	Retain, with improvements	This service has been reviewed as part of a package which includes 7A, 31 and 75. The 31 and 75 are proposed to be recast, with revised frequency, better integration with the service 26 and a more efficient use of resources across the contracts. The peak journeys will be retained to provide access to work and education, with the changes focused on the off-peak. The changes will also extend the destinations to provide connections to Royston, timed to complement the service 26. The changes to these services will provide an overall improvement in the network and retain services to the communities currently served.
18	Retain with a focus on Tuesday service	This service currently provides two journeys per week to access shopping in Newmarket. The service levels have not recovered following Covid and reflects a wider trend for changes to travel habits, particularly for people using ENCTS passes. Is proposed to retain the Tuesday service, which provides access to the town for the main market day. This should be reviewed following changes to continue to provide a shopping service. This should be supported with promotion.

65	Retain, with improvements	The service has seen an improvement in passenger numbers, which reflects the reliability of the service. Proposals have been made by community members to provide further connection to the Buckden General Practitioners which may have a slight improvement on demand and connect the bus service to an important health centre. This change should be examined further to understand if there is an additional financial requirement to serve this need.
Ting	Retain with refocusing and further review.	The Ting DRT service is proposed to be retained and refocused. The early trial of the service has shown that while it can meet an important need, that the coverage and purpose has been quite broad. The operating model has led to services focusing in St Neots, delivering shorter journeys within the local area which is serviced by other routes, rather than a focus on the more rural communities which are not serviced by other routes. The proposal is to better serve the communities to the West of Huntingdonshire and limit the potential for journeys to start and end within St Neots. The refocusing will remove duplication with scheduled bus services and provide more availability to the rural communities. The potential for a CPCA-wide operating system will be considered, alongside other DRT trials, to enable the overhead cost (booking system etc) of running a DRT to be shared across services. The number of buses used to provide the service will be reviewed to ensure efficient use of resources. The review will enable the further consideration of the 400 and 401 services as all passenger journeys on those routes could be covered by Ting. These changes will be brought back to the January Board for decision.
301	Retain	It is proposed to retain the service in the current format, noting that a proposed improvement to the 305 is intended to support connectivity in the Ramsay area. Retaining the 301 in the current format and improving the 305 are intended to provide an overall improved bus service and attract more users.
305	Retain with improvements	The service will be improved to increase frequency and journey time. The approach would add one bus to the contract. After meeting with local councillors, there was clear feedback to focus on strengthening the Huntingdon – Ramsey and also connections to Chatteris. This approach will provide improved access to health, education, retail, job and entertainment facilities in Huntingdon.
150	Retain with further review following refocusing of the Ting service	The service is proposed to be retained. Further work is required to determine the best operational and contractual approach to the service. The proposed changes to Ting are expected to increase demand for this service. This will be further reviewed during 2024/25 to establish if demand has increased.
22A (300)	Retain with alignment to changes in commercial services	This service, known as the 300, has seen recent increase in use following changes to the commercial service, specifically serving a gap in the network for the Morrisons superstore and local area. This change to the commercial network indicates that the 22A is now providing access to a wider community and initial evidence shows demand has increased for the services. This service should be retained but kept under review to ensure the increase in demand is retained.

415	Retain in current form with review to utilise the existing Dial-a-Ride.	The level of service provided through the tendered contract is low, therefore limited scope to recast the service, and no additional communities which could generate demand for the service. Therefore, there are limited alternatives to improve the service. The service should be retained, with further engagement on the potential to utilise a dial-a-ride service. The advantage of this option would be a more flexible service. The use of a dial-a-ride option would require people to register for the service, then pre-book. This option would need to be communicated to ensure users are able to access the service.
33A	Retain with improvements	This service has been taken over by a new operator and as part of this change service changes were made. Data for the service since the operator has started shows that the cost per passenger journey has significantly decreased and is below the £12 benchmark. There is an opportunity to further improve the service with better alignment with the rail station in March, including enabling the bus to use the upgraded car park. The service is proposed to be retained, with further work between CPCA, Fenland District Council and the operators to achieve the improved access to rail services.
17	Retain with improvements	Following engagement with the operator, the service will be slightly retimed to provide a more integrated and attractive service. The current timetable is poorly aligned with the more frequent 26 bus service, which connects the communities to onward destinations, including Cambridge. The operator has also identified improvements to the route which will retain access to all current communities and also provide an improved operational route. It is expected that with the improved link to the 26 and associated re-timing, that the service will become a more attractive option for more people. There is emerging evidence of service improvements and increased passenger use, largely due to improved reliability of the service. This emerging evidence should be reviewed to understand the improvement in the cost per passenger is sustained over the next year.
12	Retain	This service is a single journey to provide an early morning peak trip to provide access for work. The contract has limited scope for change at it follows the commercial service 12, which operates for the rest of the day. This service should be retained but kept under review.
19	Retain, with further cross-boundary review	The service provides important access to employment and services and is performing reasonably well. While over the £12 cost per passenger benchmark, when taking the distance of the service into account it performs better. There are opportunities to better integrate the service with other cross-boundary services into Newmarket. This will require collaboration with neighbouring authorities to ensure the needs for communities in each authority area are met. It is proposed that CPCA continue to engage with neighbouring authorities to explore further alignment with the cross-boundary bus services to further improve the performance.
61	Retain	This service has been taken over by a new operator and as part of this retender service changes were made. The improvement in the performance is a combination of improved reliability and customer experience. The more recent cost per passenger figure is significantly below the £12 per passenger benchmark.

If agreed, each of the proposed changes will be progressed through to contracting. This will require either a new tender process or, where suitable, the extension of the existing contract.

2.8 **Update on services requiring further information**

The following summarises the status of the services for which data was not available for the September Board meeting.

Service	Recommendation	Justification
Citi4	Retain the service with no change.	Meeting a community need for the Cambourne community and cost per passenger journey is below £12. This is in line with recommendations made for the 51 services presented in September 2023.
22/22X	No decision, service to be brought to future board	The service needs a further review to explore options for the week and weekend service.
23/23A	No decision, service to be brought to future board	The data required to complete the assessment is not yet available
110	No decision, service to be brought to future board	The data required to complete the assessment is not yet available
203	No decision, service to be brought to future board	The data required to complete the assessment is not yet available

Officers continue to work with operators to get access to the required data and information to enable a recommendation to be made before the start of the next financial year. Subject to other decisions, the risk associated to these services will be managed to enable any contracting or tendering actions to be complete in a timely way. If data is not provided, CPCA officers are considering the option to terminate contracts and retender the services. While this option presents a risk of not finding an economically viable solution, the lack of data to inform decision making needs to be resolved.

2.9 **Bus services identified through Bus Network Review**

In addition to the review of existing bus services, the Bus Network Review has examined opportunities to provide some additional services. This has been based on the combination of community engagement and analysis by the CPCA and local authorities to identify underserved communities. The following summarises the proposed additional services which could be introduced to improve connectivity. For DRT trials, lessons from the existing Ting service will be used to inform the development of new trials and learning from each DRT used to improve all. Investment in these services is subject to sufficient budget being available. This issue is covered later in the report, under the BSIP+ options. It is proposed to invest part of the BSIP+ funding into the recommendations of the bus network review, including the proposed new services.

Communities	Proposal approach	Estimated budget
Wittering, Wansford, Caster	Introduce a new scheduled service to complement the Call Connect service. This could make use of an existing home to school bus contract.	£150,000 (2024/25)
Fenland DRT trial	Working with Fenland District Council, CPCA would develop a specification to better connect Wisbech and the surrounding communities. This service will focus on connecting the most rural communities to key services and amenities.	£300,000 (2024/25)

	This service could be funded from the current years allocation of BSIP+ for a service to commence in 2024/25.	
East Cambridgeshire DRT trial	East Cambridgeshire District Council has identified two options for the introduction of a DRT trial. These are: 1. Burwell – Soham – Fordham – Isleham – Prickwillow - Ely 2. Mepal – Witcham – Wardy Hill – Coveney – Pymoor – Little Downham – Ely Officers will work together to agree the preferred way forward for a trial. This service could be funded from the current years allocation of BSIP+ for a service to commence in 2024/25.	£300,000 (2024/25)
South Cambridgeshire DRT trial	Working with South Cambridgeshire District Council, CPCA would develop a specification to better connect the most poorly served communities. This service could be funded from the future BSIP+ allocation, for a service to commence in 2025/26.	£300,000 (2025/26)

2.10 It is proposed that the scheduled bus service serving communities which include Wittering would be progressed to start at the beginning of the 2024/25 financial year. The three proposed DRT services are at different stages of development and therefore are proposed to be introduced in stages.

It should be noted that the DRT services would be introduced as trials to understand if DRT can provide targeted bus services for more isolated communities and complement the scheduled services.

2.11 **BSIP+ Options**

CPCA and partners have been working to develop a draft BSIP. Ahead of the competition of the BSIP, the Department for Transport confirmed a revenue allocation for CPCA for this and next financial year. The total allocation was ~£4.6m. DfT has defined the types of interventions the funding is intended to be used for, as follows:

- The funding must be spent on bus measures
- Funding decisions should be based on local circumstances and need
- The Authority can enhance the frequency of existing services, expand routes or provide new services using this funding
- Ensuring existing connections are maintained
- Ambitious new fares initiatives
- The funding should not be used to support generic marketing or advertising

2.12 As CPCA considers the future governance for bus services the allocation of BSIP+ is suggested to be considered in this context. To provide a focus for the investment it is proposed that CPCA sets the **foundations** and **behaviours** of an effective and community-focused transport authority. Then uses these two frames to invest into bus services. The following summarises the proposed foundations and behaviours for this allocation of BSIP+ funding.

Foundations

The foundations of an improved bus service have been discussed through the Bus Strategy and BSIP and can be summarised as:

1) More bus services, 2) more integrated and available information, 3) more reliable services, 4) higher quality vehicles and 5) better value for money.

Behaviours

To demonstrate we can deliver on our ambition, we should start with a focus on the tendered services which we already contract. If we adopted this focus, then we could demonstrate the behaviours of a community-focused transport authority and secure better value for money for those services.

2.13 Allocate funding and/or resources against the five foundational activities. What this could mean:

a. **More bus services** – a significant allocation of BSIP+ into services, including securing the budget to support the recommendations of the Bus Network Review.
b. **More integrated and available information** – CPCA to ensure digital and on-street information for tender services is maintained and hard copy timetables are distributed
c. **More reliable services** – Work with operators on a driver recruitment plan and an allocation for bus traffic signal priority investment
d. **Higher quality vehicles** – Further submission to Zebra funding
e. **Better value for money** – Targeted ticketing schemes, new multi-operator ticket and requirement for tendered services to take part in fare schemes.

The next section sets out the proposed allocations against BSIP+ funding.

2.14 The following table sets out the actions and proposed budget allocation for each of the actions. The table also includes a Red, Amber, Green rating for the actions against the strategic fit, deliverability and impact of the end of the funding. The focus of the CPCA's BSIP+ funding for the next financial year (2024/25) is on bus services, ticketing and information.

The assessment highlights that the impact of the end of BSIP+ funding is a risk which CPCA will need to manage, both through the introduction of new services and in planning for future budget setting. The introduction of new services will need to be carefully communicated to ensure the risks are understood.

Action	Proposed allocation	Multi-criteria scoring		
		Strategic: **Makes buses more reliable, convenient and easy to use**	**Deliverable within 12 months**	**Impact of funding end**
More bus services Increase tendered service budget to support existing and new services, including 2 new DRT services trials	£1.3m (£1m BSIP+ and 300k CPCA treasury management savings)			
More integrated and available information Timetable back office, on-street bus stop investment and hard copy timetables for tendered services.	Total across this row £350k BSIP+			
More reliable services Bus Driver recruitment Bus Signal Priority	£50k CPCA Skills funding £100k BSIP			
Higher quality vehicles Prepare a submission to Zebra 2	No BSIP+ funding required, officer and operator time only			

	Better value for money Establish new multi-operator ticket, Targeted fare scheme (young people/care leavers/companion passes) Requirement for tendered services to join fare schemes	Total across this row £550k BSIP+			
	Total BSIP+ allocation for 2024/25	£2.3m			

2.15 **Further investment into bus services**

As part of developing the Bus Strategy, BSIP and bus network review, the potential focus for additional investment has been considered. The options align with the medium-term plan to consider bus reform and lessons learnt from the bus network review. Should additional funds become available to CPCA to support bus services the following initial actions are proposed. The options are a mix of capital and revenue activity.

- **Bus network review focused on near-commercially viable service**. The Bus Network Review has highlighted that there is a reasonable number of services which are close to commercial viability. It is proposed that with additional pump priming of services to enhance the frequency or service specification there is an opportunity to return some services to commercial operation. This approach is proposed to reduce the number of services which require subsidy, providing a more commercially viable network in the medium term. This proposal could provide an investment which improves bus services in the immediate term and then enables the funding to be reinvested into other services.

- **Transfer of remaining passenger services to CPCA.** There remains a number of services which are provided as passenger services, contracted by a local authority. As CPCA undertakes the work on Bus Reform, there is an opportunity to consider if CPCA takes on the contracts for other passenger services currently contracted by others. To take on the contracts, CPCA would require additional resources and also need to review the services to establish if changes or improvements are required. This would be progressed in 2024/25.

- **Bus depot feasibility** – As part of enabling operators to effectively serve the area there is a need for bus depot capacity, including the provision of capacity for electric vehicles. This activity will provide important enabling works if CPCA decided to proceed with franchising. In the context of an enhanced partnership, this initial activity can help provide the scope for expanding capacity for operators, while supporting local employment and housing development. The initial stage of this work would focus on site identification and preparation. This initial stage would ensure decision on bus reform are supported with appropriate bus depot infrastructure, regardless of proceeding to franchising or an enhanced partnership.

- **Bus stop infrastructure programme** – An initial allocation is proposed from BSIP+ to invest into on-street infrastructure and information. This initial allocation could be increased to expand the number of stops and shelters which are improved. This investment would help to raise the standard of on-street infrastructure. CPCA is not proposing to take ownership of assets currently owned and maintained by a range of parties. The role of CPCA will be to work with partners to secure and allocate funding to support the improvement of on-street infrastructure.

Each of the options are scalable, with an initial estimate of up to £10million suggested to support these activities. £2m-£3m of this funding would be revenue and £7m-£8m of the funding would be capital.

2.16 **ZEBRA 2**

The initial ZEBRA (Zero Emission Bus Regional Area) Scheme was a funding mechanism under which CPCA was awarded funds to help acquire and launch 30 zero emission buses. These were delivered in spring 2023 and are all now running very successfully in all-day service in Cambridge, significantly reducing vehicle emissions in the Authority's biggest Air Quality Management Zone (AQMZ). The Department for Transport (DfT) has now announced a second funding round (ZEBRA 2) and the

	Cambridgeshire & Peterborough Combined Authority will be submitting a bid for ZEBRA 2 funding before the 15th December deadline. We are looking at a package of three components which we will build into a single bid. These components are: 1) A new bus depot in Peterborough with extensive electric bus recharging facilities, which we intend to be contractually shared between Peterborough's bus operators. 2) A fleet of new ZEBRA 2 buses to permit the decarbonisation of a number of Peterborough's bus services. 3) A small number of new ZEBRA 2 buses to increase the frequency and capacity of one Cambridge area bus service already run by Zero Emission vehicles.
2.17	**Bus Stop Audit** Within the CPCA area there are a large number of bus stops which are not being maintained, and CPCA does not have the ownership or funding to co-ordinate improvements. Before CPCA can improve passenger comfort and convenience, the authority needs to establish how many bus stops may fall into the CPCA's remit; exactly where the stops are; and their condition. Therefore, CPCA is conducting an audit of all bus stops in the area and saving this accurate geo-located information into the DfT's NaPTAN database, from where it can be used to scale the size of our bus stop issues and act as a stepping stone to improving all our bus service data and that of third party journey planners. This activity will provide the foundations for future investment in information services and help to define the ownership and responsibilities for on-street infrastructure across the area.
2.18	**National £2 fare cap** Government recently announced the extension of the £2 fare cap scheme on bus fares within England. The scheme signifies a continued commitment by the government to maintain affordable public transportation until the end of 2024, diverging from the original termination date of 31 March 2023. Initially, there was a provisional extension set until the end of October 2023, followed by a proposed cap of £2.50 lasting until 30 November 2024. However, this trajectory was revised during the Conservative Party Conference, ensuring the £2 cap remains intact for a longer duration. This initiative, originally launched on 1 January 2022, underlines a sustained effort to ease the financial burden on commuters, fostering a more economically accessible public transport network across England.

3. Background

3.1	**Bus Network Review** The Bus Network Review is being undertaken to support decision on the future network. To inform the development of the approach, officers have reviewed the approach of other transport authorities, including Liverpool City Region, South Yorkshire Mayoral Combined Authority, Hertfordshire, and Oxfordshire. All authorities consider the need for a service and the affordability of the service. Walking distance to a bus is the most common metric to establish need. Cost per passenger journey is also the most widely used metric for measuring the performance on contract.
3.2	All of these authorities shared the common challenges of managing the affordability of the network in the face of increasing pressures on local budgets. The approach undertaken for the Bus Network Review is largely consistent with the approach adopted by others.

4. Appendices

4.1	Appendix A: Bus Network Review – Service Summaries

5. Implications	
Financial Implications	
5.1	The total budget available to support bus services in 2023/24 is £7,598,432. Subject to decisions yet to be taken on the 2024/25 budget, the budget for the next financial year is expected to be £7,563,889. The current budget is funded through the Levy, Mayoral Precept, Bus Operator Service Grant and Bus Recovery Grant. The Bus Recovery Grant is not expected to be available in 2023/24. The Bus Recovery Grant funding represented £174,835 of the total budget. The recommendation for the 19 bus services contracts for 12 months from April 2024 is forecast to require further funding.
5.2	Subject to other Board decisions, the existing bus services budget is proposed to be further supplemented with funding from the CPCA's BSIP+ allocation, of up to £1million alongside a further £300,000 from the CPCA treasury management savings for bus services for the financial year 2024/25. The allocation of BSIP+ for supporting bus services includes an allowance for the expected price inflation of the existing tendered services which will be extended or retendered. The remaining £1.3m of BSIP+ funding is proposed to be invested in information systems and targeted ticketing schemes. There is a further allocation of BSIP funding of £2.3m for the following financial year.
5.3	The paper proposed actions which could be taken with further investment into buses. The paper identifies a mix of potential capital and revenue activity. Further financial implications on this matter will be brought forward if funding becomes available to support further investment into buses.
Legal Implications	
6.1	Following the evaluation of the bus service recommendations, there are legal implications to consider. For routes and services where performance and community needs align with current provision, the authority is positioned to extend contracts with existing operators where the terms can be extended. Where there is a need for enhanced services or the term of an existing contract has ended, it is required to initiate a transparent tendering process. The tender process will ensure that operators can competitively bid to provide the services, in compliance with procurement regulations. Contracts will be either extended or introduced for 12 months.
Public Health Implications	
7.1	The proposed recommendations concerning bus services, which encompass both enhancements and a few reductions, have overall positive public health implications. Retaining and improving bus services ensures residents maintain reliable access to healthcare, fostering timely medical interventions and regular health check-ups. This not only promotes physical well-being through increased daily activity from walking to bus stops but also supports cardiovascular health and counters rising obesity rates. Reliable bus services reduce feelings of isolation, particularly among vulnerable populations like the elderly. This improved social connectivity, in turn, supports mental well-being. Furthermore, encouraging the use of public transport over private vehicles can lead to a marked reduction in emissions, subsequently improving air quality and benefiting respiratory health among the community. The primary objective of these recommendations is to ensure both public health benefits and value for money are achieved. By striking a balance, the recommendations provide a bus network, while also acknowledging the indirect health benefits brought about by economic stability, job accessibility and access to essential services.
Environmental & Climate Change Implications	
8.1	Bus services play a pivotal role in mitigating environmental impacts and climate change. When effectively utilised, buses reduce the number of single-occupancy vehicles on the roads, leading to decreased traffic congestion and, consequently, reduced greenhouse gas emissions. Buses present a more sustainable mode of transportation, emitting fewer pollutants per passenger compared to cars. Encouraging the use of public buses can significantly contribute to our efforts to combat climate change, improve air quality, and reduce the carbon footprint of transport.

Other Significant Implications	
9.1	There are no other significant implications associate to the recommendations in this paper. Future implications of decisions on bus reform will be presented to the committee as required.
Background Papers	
10.1	13 September 2023 TIC meeting - Bus Network Review - Initial Recommendations

Appendix A Bus Network Review – Service Summaries

Introduction

This document provides additional information on the 19 services which have been reviewed as part of the Bus Network Review 2023. The document summarises each of the services which were placed under review, following the decision of the CPCA Board in September 2023. The information provided here supports the recommendations of the report presented to the Transport and Infrastructure Committee and the CPCA Board.

Services under review

The following table summarises the services which have been reviewed.

Service route	Service number
Duxford - Whittlesford - Sawston - Whittlesford - Duxford	7A
Cottenham - Chatteris - March	8A
Peterborough: City Hospital - Hampton	29
Over - St Ives	15
Cambridge - Fowlmere - Barley	31
Cambridge - Orwell - Wrestlingworth	75
Newmarket - Fulbourn - Teversham - Newmarket Road Park & Ride	18
St Neots - The Offords - Buckden	65
West Huntingdonshire Demand Responsive Transport	Ting
St Ives - Somersham - Ramsey	301
Huntingdon - Ramsey - Chatteris	305
St Neots - Kimbolton - Tilbrook	150
St Ives Town Service	22A (300)
Peterborough - Upwood	415
March Town Service	33A
Royston - Bassingbourn - Guilden Morden	17
Newmarket - Fordham - Soham - Stuntney - Ely	12
Haverhill - Linton - Burrough Green	19
Eynesbury - St Neots - Eaton Ford/Eaton Socon - St Neots - Eynesbury	61

Structure of service summaries

Each of the following summarise provides information on:

- General service information
    - *References to 'catchment' are measured as 400m from a bus stop.*
- Bus Network Review metrics
- Recommendation and proposed change
- Justification for recommendation
- Next steps for the service

Service number	7A	Patronage reported in 2022/23	771
Places service	Duxford - Whittlesford - Sawston - Whittlesford - Duxford	Contract cost bracket	50,001-100,000
Catchment served	23,000	Length of route (km)	20.3
Number of amenities in catchment	12	Cost per passenger	£124.83
Current Operator	A2B	Cost per passenger per km banding	Over £2 per passenger per km

Service description	Service Map
Operates Monday to Saturday and provides four journeys to Sawston and three journeys back, with customers interchanging with commercial journeys towards Cambridge for shopping, leisure, and medical appointments.	

Reason for service to be reviewed

Over £24 per passenger and over £2 per passenger per km

Recommendation and Proposed change

Retain with improvement

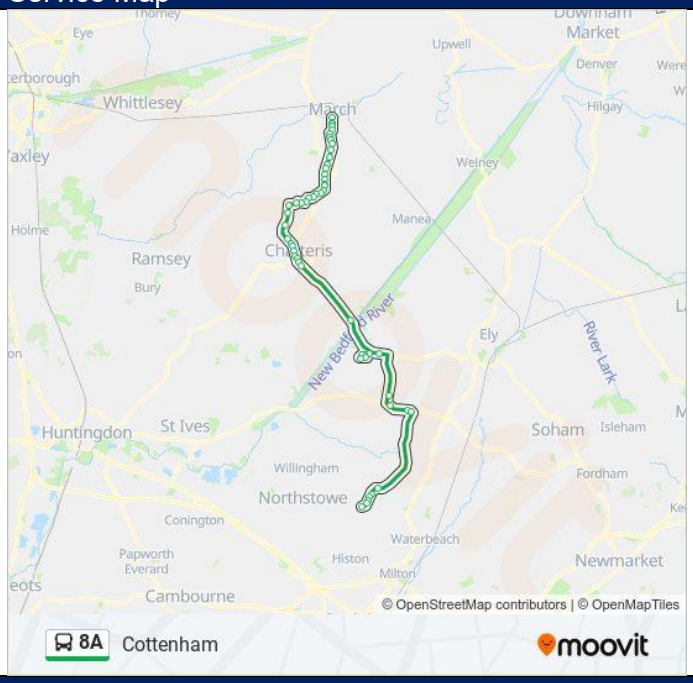
Justification

This service has been reviewed as part of a package which includes 7A, 31 and 75. The 7A is recommended to be merged with a home to school service. This will provide a more cost-effective solution for both CPCA and Cambridgeshire County Council, while retaining connections for the community. A number of options have been considered for the three services, which together are intended to provide a more joined-up and integrated service, while significantly improving the value for money.

Next step

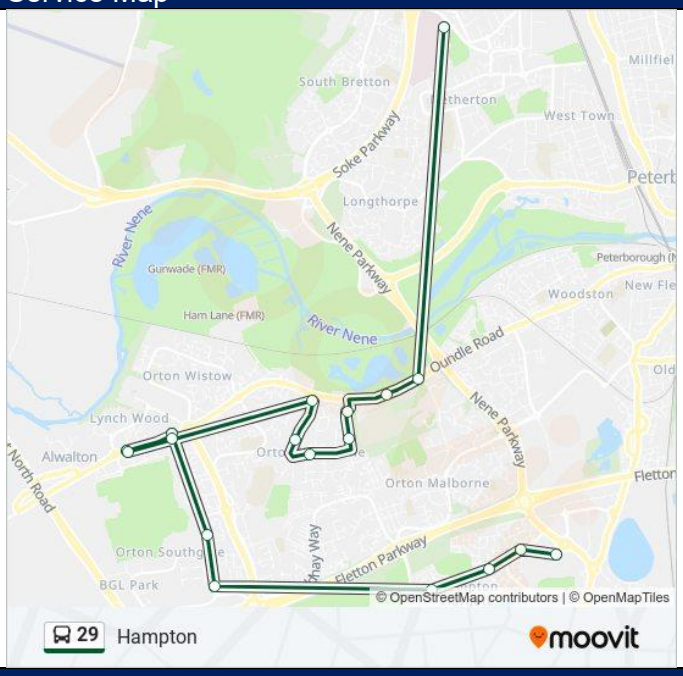
Confirm service specification for change.

Service number	8A	Patronage reported in 2022/23	2,603
Places service	Cottenham - Chatteris - March	Contract cost bracket	£150,001 - £200,000
Catchment served	13,500	Length of route (km)	41.7
Number of amenities in catchment	70	Cost per passenger	£76.35
Current Operator	Stephensons	Cost per passenger per km banding	£1-£2 per passenger per km

Service description	Service Map
One return journey, Monday to Saturday, where customers can interchange with a commercial bus service at Cottenham to arrive in Cambridge before 9am and depart after 5pm for work or education.	

Reason for service to be reviewed
Over £24 per passenger and £1-£2 per passenger per km
Recommendation and Proposed change
Retain with improvement
Justification
The service historically used to travel into Cambridge City, however, the service CPCA inherited currently ends at Cottenham. This end point was determined in response to a change to commercial services which meant the 8A service could no longer travel the full journey due to the potential for competition. The current end point provides no facilities for effective interchange and therefore the service has become unattractive. The proposed change is to provide a significantly improved interchange at the Milton Park and Ride. This is intended to drive additional demand by making use of a key interchange point.
Next step
Confirm service specification for change.

Service number	29	Patronage reported in 2022/23	1,833
Places service	Peterborough: City Hospital - Hampton	Contract cost bracket	£100,001 - £150,000
Catchment served	7,530	Length of route (km)	17.2
Number of amenities in catchment	43	Cost per passenger	£74.71
Current Operator	Dews	Cost per passenger per km banding	Over £2 per passenger per km

Service description	Service Map
Six return off-peak journeys linking Hampton and areas of The Ortons with Peterborough City Hospital without having to change buses in the city centre. Operates Monday to Saturday.	

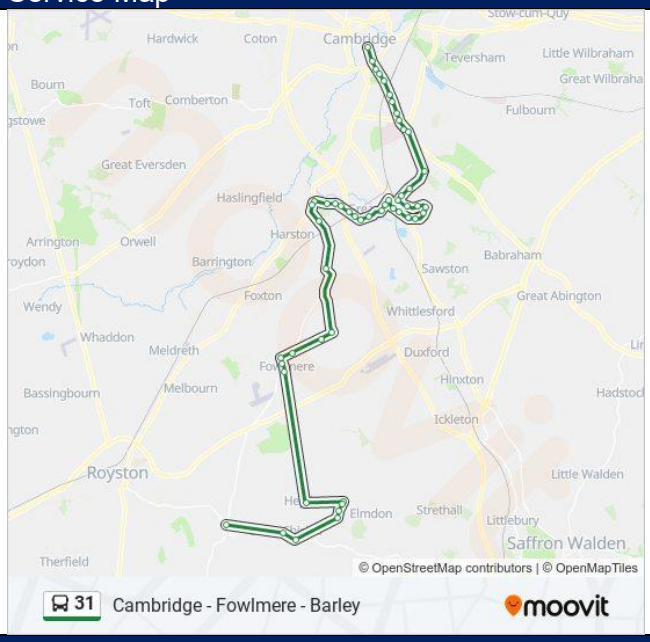
Reason for service to be reviewed
Over £24 per passenger and over £2 per passenger per km
Recommendation and Proposed change
Further engagement required
Justification
This service was introduced as a trial to provide an alternative direct route to the existing interchange option which is available. The service has seen very limited take-up over a number of years and therefore it is proposed to undertake a further review to establish if the trial should end. Last year there were less than 2,000 passengers. In addition to this service, the communities have access to important destinations, including the hospital via interchange at Peterborough bus station.
Next step
Communicate proposed change

Service number	15	Patronage reported in 2022/23	312
Places service	Over - St Ives	Contract cost bracket	£10,000-£50,000
Catchment served	12,300	Length of route (km)	39.2
Number of amenities in catchment	35	Cost per passenger	£59.41
Current Operator	A2B	Cost per passenger per km banding	£1-£2 per passenger per km

Service description	Service Map
Provides one return off-peak journey twice each week for shopping, leisure, or medical appointments.	N/A

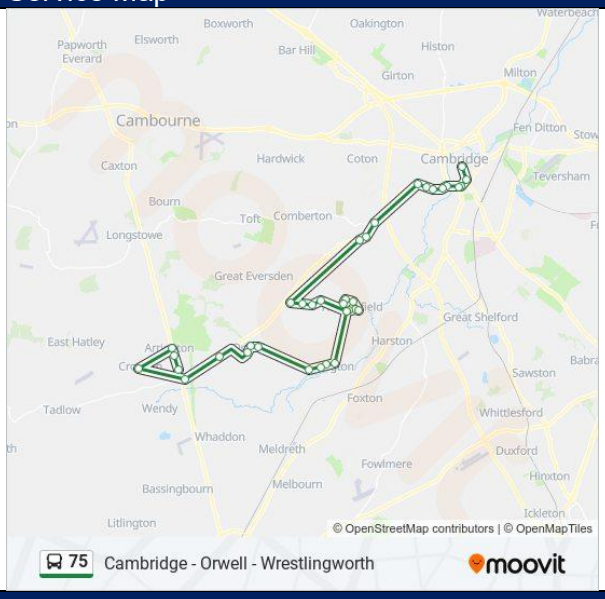
Reason for service to be reviewed
Over £24 per passenger and £1-£2 per passenger per km
Recommendation and Proposed change
Retain with improvement
Justification
The service provides a short connection to local communities in the area. In the immediate term the service can be extended to serve Willingham, which will create more demand for the service and develop the catchment area and add a direct link to St Ives for Willingham residents. A further review should be undertaken which explores the options to link with the 1A and 5A, with improved connections to Sutton. This is suggested as part of the next review of bus services.
Next step
Confirm service specification for change and review further options over 2024/25.

Service number	31	Patronage reported in 2022/23	3,109
Places service	Cambridge - Fowlmere - Barley	Contract cost bracket	£100,001 - £150,000
Catchment served	16,300	Length of route (km)	29.4
Number of amenities in catchment	80	Cost per passenger	£41.56
Current Operator	A2B	Cost per passenger per km banding	£1-£2 per passenger per km

Service description	Service Map
One return peak journey and three return off-peak journeys, Monday to Saturday, to Cambridge (city centre or Addenbrooke's Hospital) for work, education, shopping, leisure, and medical appointments.	

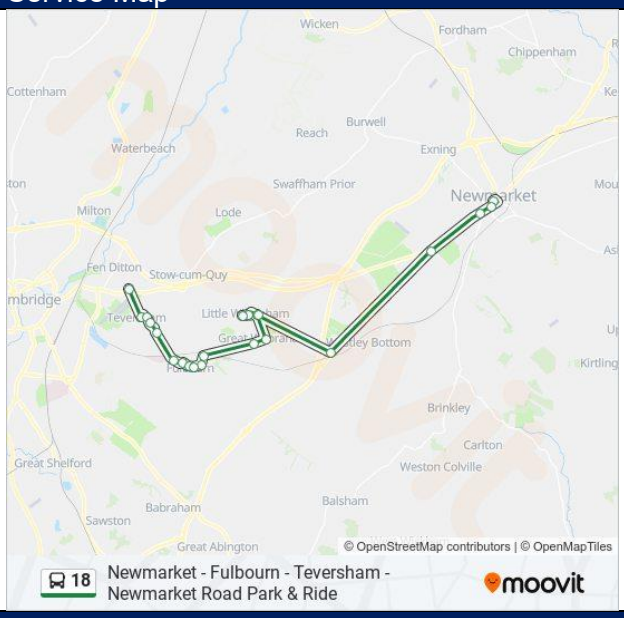
Reason for service to be reviewed
Over £24 per passenger and £1-£2 per passenger per km
Recommendation and Proposed change
Retain with improvement
Justification
This service has been reviewed as part of a package which includes 7A, 31 and 75. The 31 and 75 are proposed to be recast, with revised frequency, better integration with the service 26 and a more efficient use of resources across the contracts. The Peak journeys will be retained to provide access to work and education, with the changes focused on the off peak. The changes will also extend the destinations to provide connections to Royston, timed to complement the service 26. The changes to these services will provide an overall improvement in the network and retain services to the communities currently served.
Next step
Confirm service specification for change

Service number	75	Patronage reported in 2022/23	5,198
Places service	Cambridge - Orwell - Wrestlingworth	Contract cost bracket	£100,001 - £150,000
Catchment served	21,800	Length of route (km)	31.3
Number of amenities in catchment	60	Cost per passenger	£20.36
Current Operator	A2B	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
One return peak journey enabling customers to arrive in Cambridge before 9am and depart after 5pm for work or education. Also, four return journeys operating between 9am and 5pm, including one calling at sixth form colleges, for shopping, medical appointments, leisure, and education. Operates Monday to Saturday.	

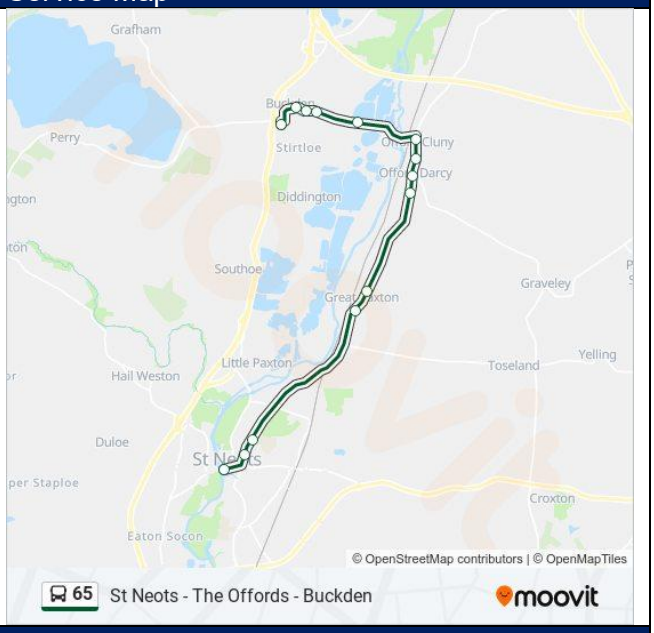
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain with improvement
Justification
This service has been reviewed as part of a package which includes 7A, 31 and 75. The 31 and 75 are proposed to be recast, with revised frequency, better integration with the service 26 and a more efficient use of resources across the contracts. The Peak journeys will be retained to provide access to work and education, with the changes focused on the off peak. The changes will also extend the destinations to provide connections to Royston, timed to complement the service 26. The changes to these services will provide an overall improvement in the network and retain services to the communities currently served. Note that the service has a Cost per passenger per km under £1.
Next step
Confirm service specification for change

Service number	18	Patronage reported in 2022/23	566
Places service	Newmarket - Fulbourn - Teversham - Newmarket Road Park & Ride	Contract cost bracket	£10,000-£50,000
Catchment served	2,200	Length of route (km)	19.1
Number of amenities in catchment	25	Cost per passenger	£40.52
Current Operator	A2B	Cost per passenger per km banding	Over £2 per passenger per km

Service description	Service Map
Provides one return off-peak journey twice each week between Teversham and Newmarket for shopping, leisure, or medical appointments. Also, one return off-peak journey twice each week between The Wilbrahams and Newmarket Road P&R where onward journeys can be taken to Cambridge for shopping, leisure, and medical appointments.	

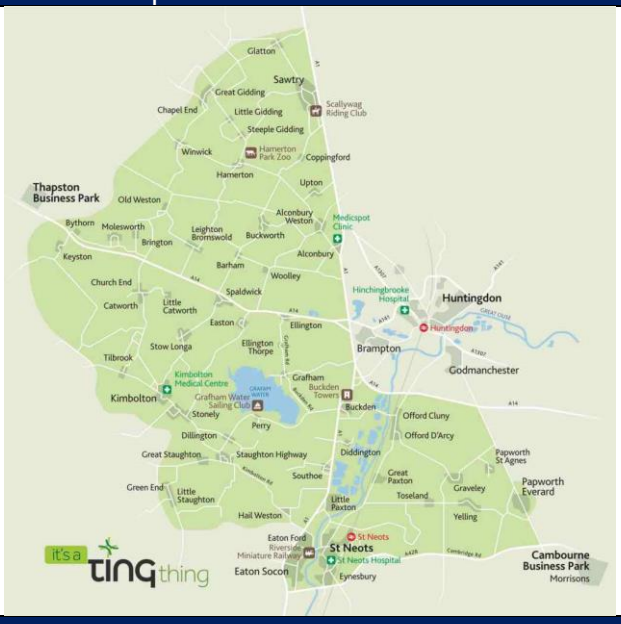
Reason for service to be reviewed
Over £24 per passenger and over £2 per passenger per km
Recommendation and Proposed change
Retain with a focus on Tuesday service
Justification
This service currently provides two journeys per week to access shopping in New Market. The service levels have not recovered following Covid and reflects a wider trend for changes to travel habits, particularly for people using ENCTS passes. Is proposed to retain the Tuesday service, which provides access to the town for the main market day. This should be reviewed following changes to continue to provide a shopping service.
Next step
Confirm service specification for change

Service number	65	Patronage reported in 2022/23	2,987
Places service	St Neots - The Offords - Buckden	Contract cost bracket	£50,001-£100,000
Catchment served	5,300	Length of route (km)	10.2
Number of amenities in catchment	34	Cost per passenger	£19.99
Current Operator	Dews	Cost per passenger per km banding	£1-£2 per passenger per km

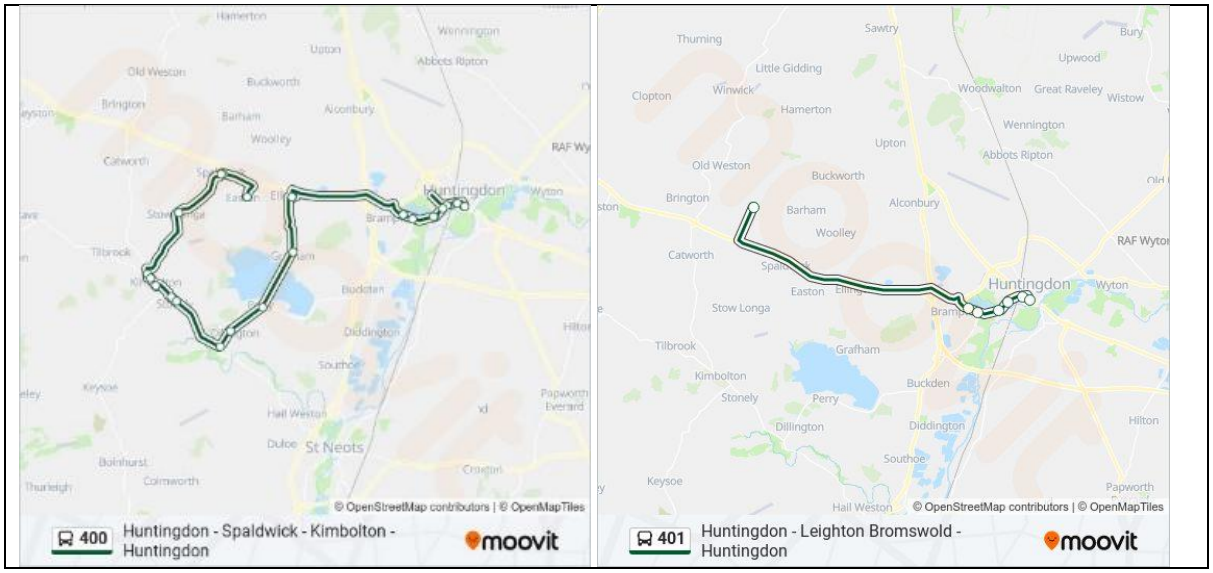
Service description	Service Map
Provides three return off-peak journeys, Monday to Friday, to either Brampton Surgery, or St Neots Town Centre, for shopping, leisure, or medical appointments.	

Reason for service to be reviewed
£13-£24 per passenger and £1-£2 per passenger per km
Recommendation and Proposed change
Retain with improvement
Justification
The service has been an improvement in passenger numbers, which reflects the reliability of the service. Proposals have been made by community members to provide further connection to the Buckden General Practitioners which may have a slight improvement on demand and connect the bus service to important health centre. This change should be examined further to understand if there is an additional financial requirement to serve this need.
Next step
Confirm service specification for change

Service number	Ting	Patronage reported in 2022/23	10,046
Places service	West Huntingdonshire Demand Responsive Transport	Contract cost bracket	£400,000-£500,000
Catchment served	68,727	Length of route (km)	N/A
Number of amenities in catchment	74	Cost per passenger	£42.31
Current Operator	Vectare	Cost per passenger per km banding	N/A

Service description	Service Map
Demand responsive travel from villages in West Huntingdonshire to nearby towns, Huntingdon and St Neots, or other villages within the designated area. Available 6am – 8pm, Monday to Saturday.	

Reason for service to be reviewed
Over £24 per passenger
Recommendation and Proposed change
Retain with improvement
Justification
The Ting DRT service is proposed to be retained and refocused. The early trial of the service has shown that while it can meet an important need, that the coverage and purpose has been quite broad. The operating model has led to services focusing in St Neots, delivering shorter journeys within the local area which is serviced by other routes, rather than a focus on the more rural communities which are not serviced by other routes. The proposal is to better serve the communities to the West of Huntingdonshire and limit the potential for journeys to start and end within St Neots. The refocusing will remove duplication with scheduled bus services and provide more availability to the rural communities. The number of buses used to provide the service will be reviewed to ensure efficient use of resources. The review will enable the further consideration of the 400 and 401 services as all passenger journeys on those routes could be covered by Ting. These changes will be brought back to the January Board for decision.
Next step
Confirm service specification for change and consider changes to services 400 and 401 with local Councillors.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Upton
Abbots Ripton
Old Weston
Buckworth
Brington
Alconbury
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Woolley
Catworth
Huntingdon
Wyton
Tilbrook
Buckden
Diddington
Southoe
Keysoe
Papworth Everard
Hail Weston
Duloe
St Neots
Bolnhurst
Colmworth
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400 Huntingdon - Spaldwick - Kimbolton - Huntingdon
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Upwood
Little Gidding
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Upton
Abbots Ripton
Old Weston
Buckworth
Brington
Barham
Alconbury
Woolley
Catworth
Huntingdon
Wyton
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Tilbrook
Grafham
Kimbolton
Buckden
Stonely
Perry
Dillington
Diddington
Hilton
Southoe
Keysoe
Hail Weston
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401 Huntingdon - Leighton Bromswold - Huntingdon
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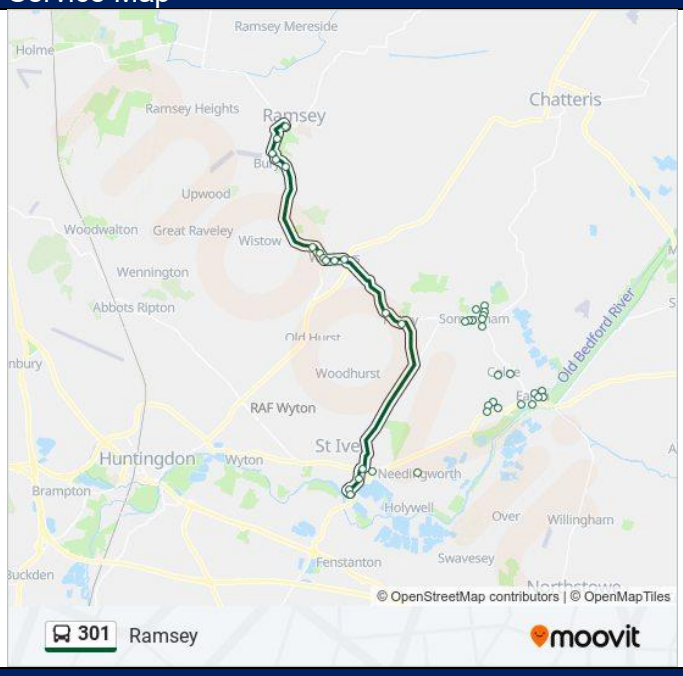
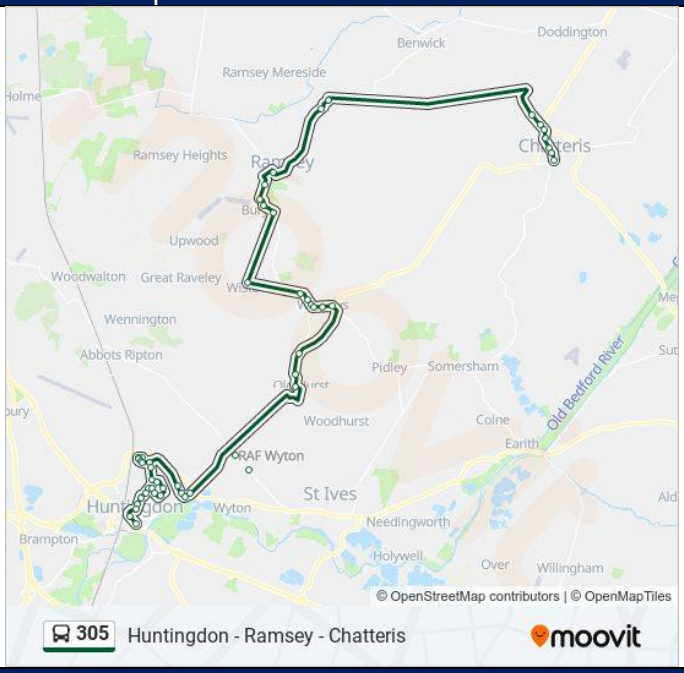
Service number	301	Patronage reported in 2022/23	5,775
Places service	St Ives - Somersham - Ramsey	Contract cost bracket	£150,001-£200,000
Catchment served	10,200	Length of route (km)	33.4
Number of amenities in catchment	65	Cost per passenger	£31.58
Current Operator	Dews	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Early morning and evening journeys linking villages towns and villages in Huntingdonshire with St Ives so onward journeys can be taken to Cambridge for work and education, Monday to Saturday.	

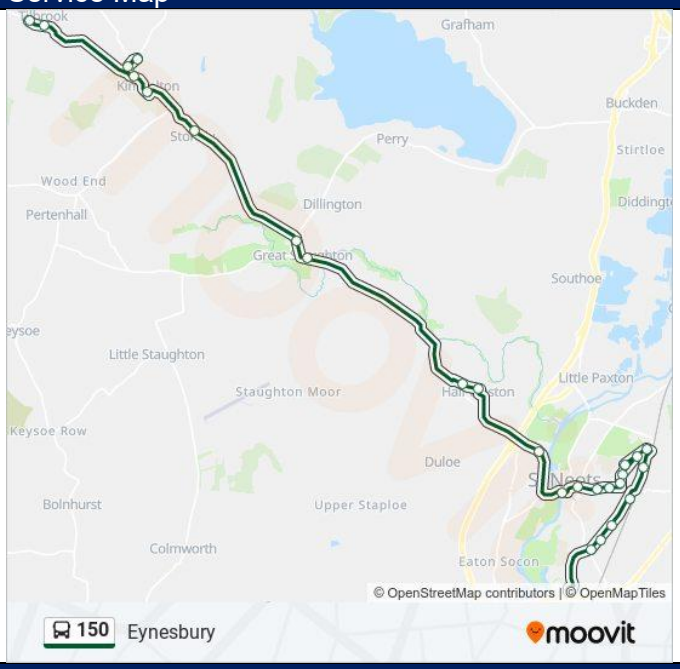
Reason for service to be reviewed
Over £24 per passenger
Recommendation and Proposed change
Retain with improvement
Justification
It is proposed to retain the service in the current format, noting that a proposed improvement to the 305 is intended to support connectivity in the Ramsay area. Retaining the 301 in the current format and improving the 305 are intended to provide an overall improved bus service and attract more users. Note that the service has a Cost per passenger per km under £1.
Next step
Confirm service specification for change with input from local Councillors.

Service number	305	Patronage reported in 2022/23	16,251
Places service	Huntingdon - Ramsey - Chatteris	Contract cost bracket	£200,001-£250,000
Catchment served	24,200	Length of route (km)	37.9
Number of amenities in catchment	96	Cost per passenger	£13.34
Current Operator	Dews	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Service providing five return journeys, including one peak return journey, linking Huntingdonshire towns and villages with Chatteris and Huntingdon for work, education, shopping, leisure, and medical appointments. Operates Monday to Saturday.	

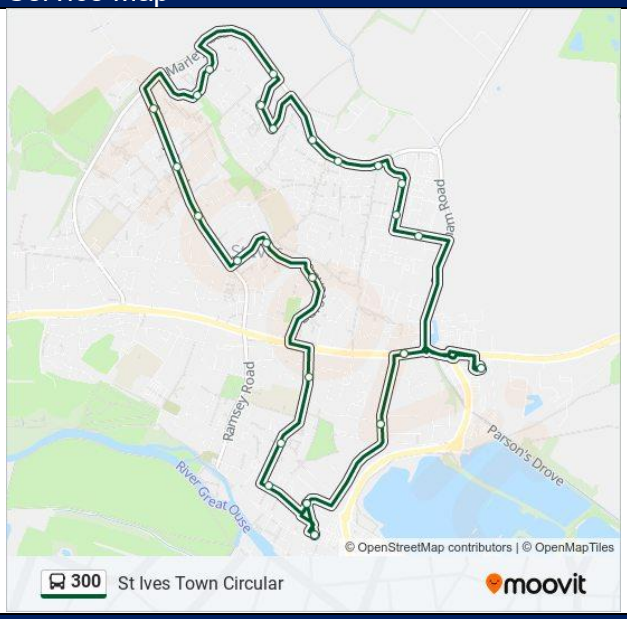
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain with improvement
Justification
The service will be improved to increase frequency and journey time. The approach would add one bus to the contract. After meeting with local councillors, there was clear feedback to focus on strengthening the Huntingdon – Ramsey and also connections to Chatteris. This approach will provide improved access to health, education, retail, job and entertainment facilities in Huntingdon.
Next step
Confirm service specification for change with input from local Councillors.

Service number	150	Patronage reported in 2022/23	6,280
Places service	St Neots - Kimbolton - Tilbrook	Contract cost bracket	£50,001-£100,000
Catchment served	10,300	Length of route (km)	22.3
Number of amenities in catchment	62	Cost per passenger	£15.26
Current Operator	Dews	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Service providing four return journeys, including one peak return journey, linking Huntingdonshire villages with St Neots for work, education, shopping, leisure, and medical appointments. Operates Monday to Saturday.	

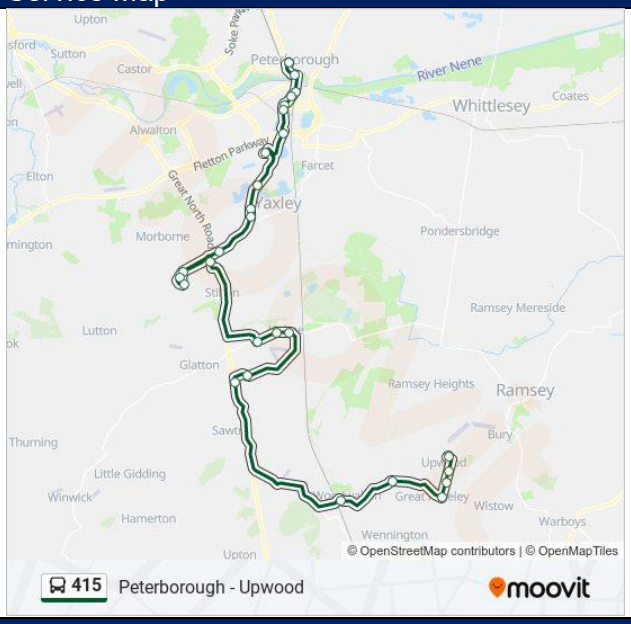
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain with further review following refocusing of the Ting service
Justification
The service is proposed to be retained. Further work is required to determine the best operational and contractual approach to the service. The proposed changes to Ting are expected increase demand for this service. This will be further reviewed during 2024/25 to establish if demand has increased. Note that the service has a Cost per passenger per km under £1.
Next step
Review service performance following changes to Ting

Service number	22A (300)	Patronage reported in 2022/23	3,518
Places service	St Ives Town Service	Contract cost bracket	50,001-100,000
Catchment served	9,330	Length of route (km)	23.9
Number of amenities in catchment	45	Cost per passenger	£22.11
Current Operator	Dews	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Providing five off-peak journeys which link residential areas of St Ives with the town centre and Morrisons supermarket, Monday to Saturday, for shopping, leisure, and medical appointments.	

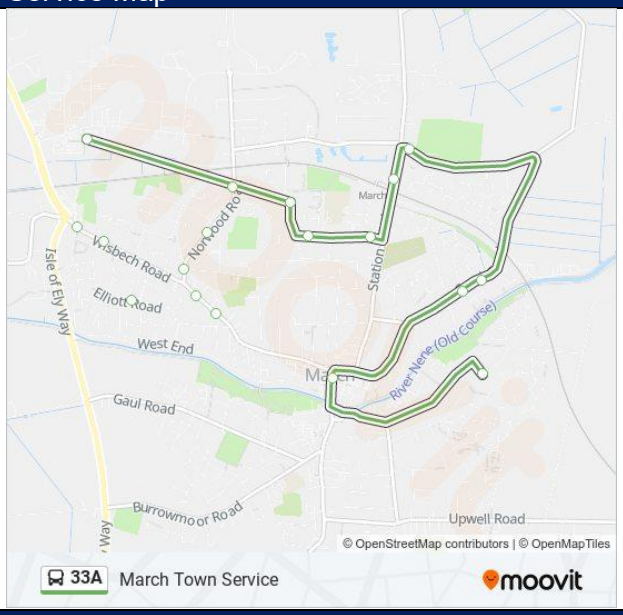
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain with review of alignment following changes to commercial services
Justification
This service, known as the 300, has seen recent increase in use following changes to the commercial service, specifically serving a gap in the network for the Morrisons superstore and local area. This change to the commercial network indicates that the 22A is now providing access to a wider community and initial evidence shows demand has increased for the services. This service should be retained but kept under review to ensure the increase in demand is retained. Note that the service has a Cost per passenger per km under £1.
Next step
Review service performance to establish if demand uplift remains

Service number	415	Patronage reported in 2022/23	642
Places service	Peterborough - Upwood	Contract cost bracket	10,000-50,000
Catchment served	10,500	Length of route (km)	42.6
Number of amenities in catchment	34	Cost per passenger	£20.49
Current Operator	Dews	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Provides one return off-peak journey once each week between Huntingdonshire villages and Peterborough for shopping, leisure, or medical appointments.	

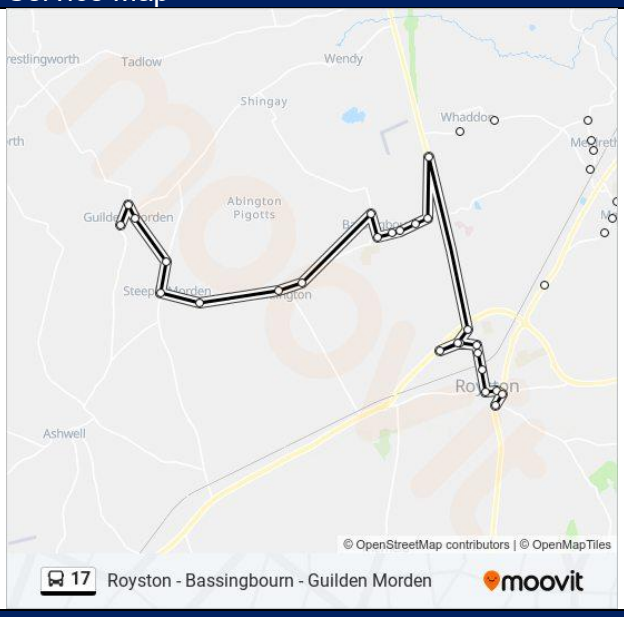
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain in current form with review to utilise the existing Dial-a-Ride.
Justification
The level of service provided through the tendered contract is low, therefore limited scope to recast the service, and no additional communities which could generate demand for the service. Therefore, there are limited alternatives to improve the service. The service should be retained, with further engagement on the potential to utilise a dial-a-ride service. The advantage of this option would be a more flexible service. The use of a dial-a-ride option would require people to register for the service, then pre-book. This option would need to be communicated to ensure users are able to access the service. Note that the service has a Cost per passenger per km under £1.
Next step
Review service performance to establish if an alternative approach is needed

Service number	33A	Patronage reported in 2022/23	4,130
Places service	March Town Service	Contract cost bracket	£50,001-£100,000
Catchment served	14,800	Length of route (km)	9.1
Number of amenities in catchment	37	Cost per passenger	£18.48
Current Operator	FACT	Cost per passenger per km banding	Over £2 per passenger per km

Service description	Service Map
Eight off-peak journeys between 9am and 5pm, Monday to Saturday, linking residential areas of March with the town centre, railway station and Tesco, for shopping, leisure, and medical appointments.	

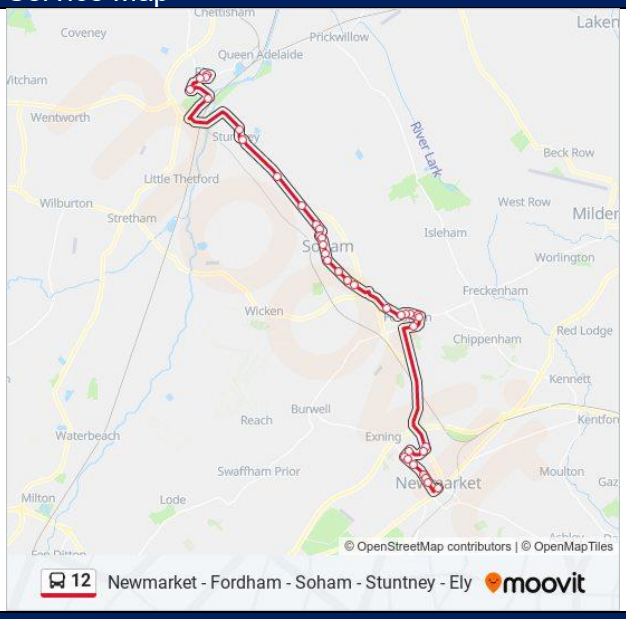
Reason for service to be reviewed
£13-£24 per passenger and Over £2 per passenger per km
Recommendation and Proposed change
Retain with improvement
Justification
This service has been taken over by a new operator and as part of this change service changes were made. Data for the service since the operator has started shows that the Cost per passenger journey has significantly decreased and is below the £12 benchmark. There is an opportunity to further improve the service with better alignment with the rail station in March, including enabling the bus to use the upgraded car park. The service is proposed to be retained, with further work between CPCA, Fenland District Council and the operators to achieve the improved access to rail services.
Next step
Engagement with Fenland Officers and FACT to define refined operation,

Service number	17	Patronage reported in 2022/23	6,840
Places service	Royston - Bassingbourn - Guilden Morden	Contract cost bracket	£100,001-£150,000
Catchment served	4,100	Length of route (km)	24.0
Number of amenities in catchment	33	Cost per passenger	£18.44
Current Operator	Myalls	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Provides five return journeys, including one peak return journey, linking South Cambridgeshire villages with Royston for work, education, shopping, leisure, and medical appointments. Operates Monday to Saturday.	

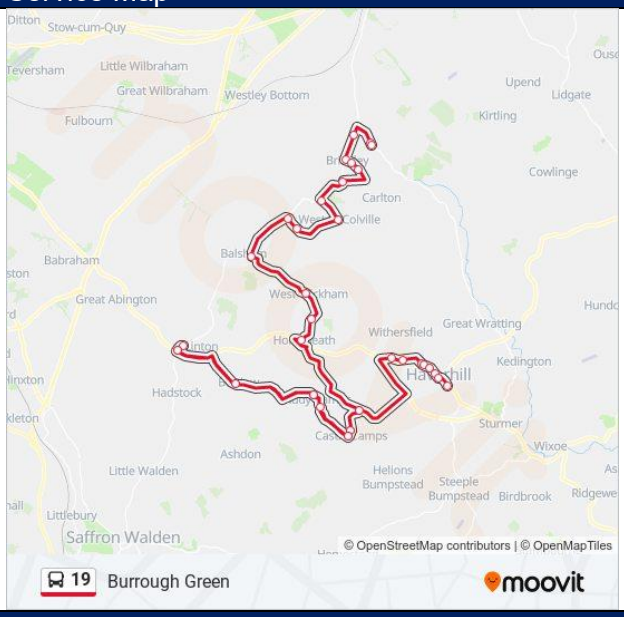
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain with improvement
Justification
Following engagement with the operator, the service will be slightly retimed to provide a more integrated and attractive service. The current timetable is poorly aligned with the more frequency 26 bus service, which connects the communities to onward destinations, including Cambridge. The operator as also identified improvements to the route which will retain access to all current communities and also provide an improved operational route. It is expected that with the improved link to the 26 and associated re-timing, that the service will become a more attractive option for more people. There is emerging evidence of service improvements and increased passenger use, largely due to improved reliability of the service. This emerging evidence should be reviewed to understand of the improvement in the cost per passenger is sustained over the next year. Note that the service has a Cost per passenger per km under £1.
Next step
Confirm service specification for change

Service number	12	Patronage reported in 2022/23	1,103
Places service	Newmarket - Fordham - Soham - Stuntney - Ely	Contract cost bracket	£10,000-£50,000
Catchment served	11,700	Length of route (km)	26.6
Number of amenities in catchment	52	Cost per passenger banding	£15.11
Current Operator	Star Cabs	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
One early morning journey linking Newmarket with Ely, via East Cambridgeshire villages, Monday to Friday, for work and education.	

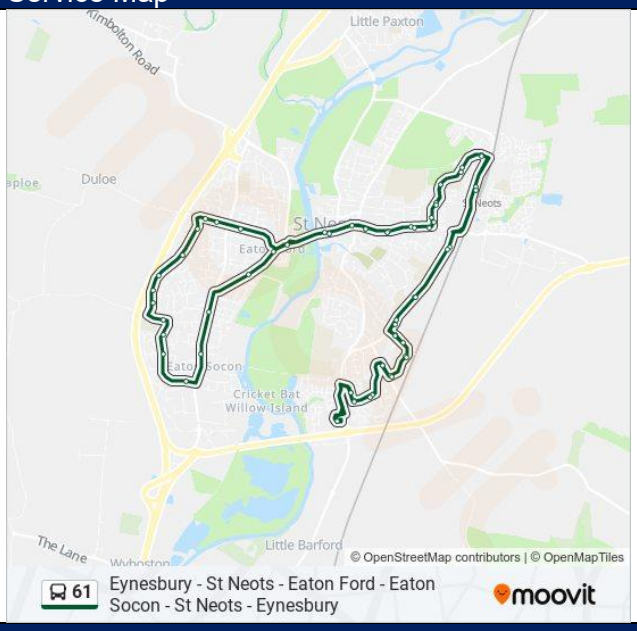
Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain
Justification
This service is a single journey to provide an early morning peak trip to provide access for work. The contract has limited scope for change at it follows the commercial service 12, which operators for the rest of the day. This service should be retained but kept under review. Note that the service has a Cost per passenger per km under £1.
Next step
Review service performance to establish if an alternative approach is needed

Service number	19	Patronage reported in 2022/23	4,582
Places service	Haverhill - Linton - Burrough Green	Contract cost bracket	£50,001-£100,000
Catchment served	1,500	Length of route (km)	32.2
Number of amenities in catchment	34	Cost per passenger banding	£14.56
Current Operator	Star Cabs	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Service providing a mixture of peak journeys to Linton for onward journeys to Cambridge via commercial bus services, and off-peak journeys to Linton and Haverhill, Monday to Friday, for work, education, shopping, leisure, and medical appointments.	

Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain, with further cross-boundary review
Justification
The service provides important access to employment and services and is performing reasonably well. While over the £12 cost per passenger benchmark, when taking the distance of the service into account it performs better. There are opportunities to better integrate the service with other cross boundary services into Newmarket. This will require collaboration with neighbouring authorities to ensure the needs for communities in each authority area are met. It is proposed that CPCA continue to engage with neighbouring authorities to explore further alignment with the cross-boundary services bus services to further improve the performance. Note that the service has a Cost per passenger per km under £1.
Next step
Confirm service specification for change

Service number	61	Patronage reported in 2022/23	11,180
Places service	Eynesbury - St Neots - Eaton Ford/Eaton Socon - St Neots - Eynesbury	Contract cost bracket	£100,001-£150,000
Catchment served	20,800	Length of route (km)	19.1
Number of amenities in catchment	60	Cost per passenger banding	£13.40
Current Operator	Dews	Cost per passenger per km banding	Under £1 per passenger per km

Service description	Service Map
Providing four off-peak journeys, Monday to Friday, and six off-peak journeys on Saturday which link residential areas of St Neots with the town centre, railway station, and Tesco supermarket, for shopping, leisure, and medical appointments.	

Reason for service to be reviewed
£13-£24 per passenger
Recommendation and Proposed change
Retain
Justification
This service has been taken over by a new operator and as part of this retender service changes were made. The improvement in the performance is a combination of improved reliability and customer experience. The more recent cost per passenger figure, is significantly below the £12 per passenger benchmark. Note that the service has a Cost per passenger per km under £1.
Next step
Progress contracting

Transport & Infrastructure Committee

15 November 2023

Agenda Item **8**

Title:	BP Roundabout Non-Motorised User (NMU) Crossing Study
Report of:	Robert Jones, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	Yes
Voting Arrangements:	A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

Recommendations:	
A	Note progress on BP Roundabout Non-Motorised User (NMU) crossing Study.
B	Recommend to the Combined Authority Board to approve the funding of £550,000 for the next stage of this project, from within the MTFP. The funding will be from £1.8m subject to approval unallocated active travel capital funding for 2024/25 to fund further appraisal work (Stage 2 in para 3.5).

1. Purpose

1.1	This paper seeks to provide an update on the BP Roundabout Non-Motorised User (NMU) crossing Study and outlines next stages. The paper also seeking recommendation for this project to progress to the next stage and recommend funding for £550,000 for the next stage to CPCA Board.

2. Proposal

2.1	This paper provides an update on the work undertaken to date on the BP Roundabout Non-Motorised User (NMU) Crossing Study by Cambridgeshire County Council (CCC) Highways' team. The paper also outlines next steps for progressing the project further.

3. Background

3.1	On 15 March 2023, the Combined Authority's Transport and Infrastructure Committee recommended £100,000 of funding to be used to progress a non-motorised crossing at the roundabout close to a BP filling station and the Lancaster Way Business Park near Ely.

	The study has now progressed and found that the A10 represents a barrier to pedestrians and cyclists attempting to access the village of Witchford from Ely (and vice-versa) and prevents onward movement to the southwest of Ely and beyond. There are also local facilities on the west side of the Witchford Road roundabout junction, such as the BP garage, Burger King, Starbucks, Travelodge hotel and the Lancaster Way Business Park which create an existing desire line through the roundabout junction. The photograph below illustrates the existing crossing provision
3.2	Trips with desire lines on this route include commuter journeys to and from the Lancaster Way Business Park as well as commuter, retail, and leisure trips to and from Ely. A smaller proportion of trips represent school journeys to Witchford Village College for Ely residents and/or journeys to Ely College for Witchford residents.
3.3	A highway capacity improvement scheme was completed at the Witchford Road roundabout junction in 2021. Although the scheme enhanced vehicular capacity at the junction, further opportunities remain for enhancing NMU connectivity, in line with current national and local policy guidance. The highway scheme was also designed prior to the publication of Gear Change and other policies which increase the emphasis on active travel.
3.4	A Feasibility Study was therefore initiated to examine possible solutions/options to address the severance issues explained above with the following requirements: • A possible bridge crossing of the A10 linking St Johns Road and Witchford via Byway 39 where the road is in cutting. • An underpass alternative linking Witchford Road, Ely with the existing cycling route at the BP Roundabout where the carriageway is slightly elevated. • Any other grade separated means of crossing deemed appropriate at this location.
3.5	The methodology used for this study aligns with the DfT's Transport Appraisal Process and adheres to the three stages of the process. The stages are: **Stage 1:** Option development – identifying the need for intervention and the development of options to address a clear set of locally developed objectives and associated outcomes. These have then been sifted to identify the better performing options to be taken on to further detailed appraisal; **Stage 2:** Further appraisal – further option refinement and appraisal of the better performing options to obtain sufficient information to enable decision-makers to make a rational and auditable decision about whether to proceed. The focus of analysis will be on estimating the likely performance and impact of intervention(s) in sufficient detail; and

	Stage 3: Implementation, monitoring, and evaluation – the final stage of the process will involve developing a detailed implementation programme and undertaking postimplementation monitoring and evaluation to determine whether the intended outcomes and objectives have been delivered. The options appraisal report (OAR) is concluding Stage 1.
3.6	The OAR sets out the evidence that demonstrates that the project has been developed from a clear understanding of the policy context, specific transport (and wider policy) challenges and clear objectives. A range of options have been considered, discussed with stakeholders, and further developed so that a shortlist of preferred solutions has emerged from a transparent process.
3.7	Cambridgeshire County Council Highways team appointed WSP Consultancy in April 2023 to carry out the above process and report.
3.8	A stakeholder group was formed early in the first stage of work to offer external input to the project on behalf of local communities and Non-Motorised User groups. Throughout the process, three workshops have been held with stakeholders to keep the group appraised of progress and seek guidance for option shortlisting and agreement of scheme objectives.
3.9	The stakeholder group included representatives of the following organisations: • Ely City Council • Witchford Parish Council • East Cambs. District Councillors • County Councillors • Ely Cycle Campaign • Cambridge Cycle Campaign • CCC Cycle Officer • British Horse Society • Local cycling interest groups
3.10	Since the project is directly linked to Lancaster Way Business Park, a further engagement session was held with a business stakeholder group including representatives from companies located at the business park. The work carried out on the project to reach a shortlist of options was explained to the group in September 2023.
3.11	In addition to the above the local Member of Parliament, Lucy Fraser MP has personally written a letter in support of the plight of local residents in relation to safety concerns at this junction and urging the council to take action to implement a solution as soon as possible.
3.12	Public Consultation was not intended to be completed until the next stage of work once a shortlist of options had been identified. However, a 500-signature petition was submitted to CCC in July 2023, shortly after the second stakeholder workshop.
3.13	The report has assessed many attributes of the options including but not exclusive to safety, carbon footprint, deliverability risk and forecast costs.
3.14	There is a significant range of values for both cost and carbon footprint **Cost range** Over bridge £6.6 million (inclusive of 44% optimism bias) At Grade Signalised crossing £1.5 million (inclusive of 44% optimism bias) **Carbon footprint range (tCO2e) *** Over bridge 335.53 At Grade Signalised crossing 29.93 * tCO2e stands for tonnes of carbon dioxide equivalent.

3.15 **Next steps**

The next step is to progress to Stage 2, subject to funding approval as part of MTFP. This will involve further design development, stakeholder engagement more detailed risk review and conclude a preferred single option.

CCC have advised a profile for both the next stage and completion. For the purposes of budgeting and using the worse financial case (overbridge) the following profile exists and is recommended to be included within the MTFP for the next financial year. These values are estimates and will change in terms of both time and value at the end of stage 2 and are considered conservative.

Financial Year	**FY24/25**	**FY25/26**	**FY26/27**	**FY27/28**
Funding £000	£550	£400	£1,450	£4,200

The total value is £6,600,000.

4. Appendices

4.1	N/A

5. Implications

Financial Implications	
5.1	There are currently two main options being recommended. One a new structure over location of the existing roundabout and the other is a signalised at grade crossing. Subject to overall CPCA approval of funding for the next phase funding of £550,000 this stage will confirm the preferred single option to be taken forward. Funding for the next stage of the project appraisal process will be a virement from subject to approval budget for active travel, within the existing MTFP. Further work will also offer an improved degree of knowledge of cost of the preferred solution. Current projected Financial costs will be for the costliest of the two solutions currently available. There is currently not sufficient funding within the remaining active travel capital funding to deliver the most expensive options. If this option becomes the recommended, additional funding will need to be secured if this were to be the preferred option following Stage 2.
Legal Implications	
6.1	Upon approval of funding, a CPCA standard GFA will be issued, and any future grant funding will be secured via a varied or new grant funding agreement.
Public Health Implications	
7.1	The BP Roundabout Non-Motorised User (NMU) crossing Study has a positive implication for public health. The scheme will deliver improved non-motorised access across this busy roundabout junction and offer improved and attract active travel use.
Environmental & Climate Change Implications	
8.1	The study document includes details of the carbon footprint offered by each option and this information will careful be considered as part of the option selection.
Other Significant Implications	
9.1	NA
Background Papers	
10.1	Previous BP Roundabout Non-motorised user paper 15th March 2023, Document.ashx (cmis.uk.com)

Transport & Infrastructure Committee

15 November 2023

Agenda Item **9**

Title:	March Area Transport Study
Report of:	Emma White, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

Recommendations:	
A	Note progress on March Area Transport Study (MATS)
B	Approve the reallocation of £85,000 underspend from Full Business Case 1 to Full Business Case 2
C	Approve the underspend of £124,913 from the previously approved March Walking and Cycling budget to complete additional activities for Walking and Cycling in March.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
	Achieving ambitious skills and employment opportunities
x	Achieving good growth – March Area Transport Study aims to facilitate housing and employment growth across March and Regeneration of March Town Centre.
x	Increased connectivity - March Area Transport Study aims to address existing traffic congestion and safety issues.
x	Enabling resilient communities – March Area Transport Study aims to improve local environmental conditions.
	Achieving best value and high performance

1. Purpose

1.1	This paper seeks to provide an update on the March Area Transport Study and approve the change request on underspend from Full Business Case 1 to Full Business Case 2 and March Walking and Cycling.

2. Proposal	
2.1	This paper provides an update on the work undertaken to date on the March Area Transport Study. The paper also proposes to seek the reallocation of underspend on both the Full Business Case process and March walking and cycling.

3. Background	
3.1	The MATS was first approved for inclusion in the Transport Programme at the March 2018 by the Combined Authority. Following this Cambridgeshire County Council (CCC) took forward the study to establish the issues and find potential solutions to address these in an efficient and effective manner.
3.2	Fenland District Council's vision for the area is outlined within its Local Plan published in 2014. The aim is 'to maximise the potential of the area and deliver jobs, skills, improved housing and new infrastructure', and make the district 'a better place to live, work and visit'. The Local Plan includes the delivery of 4,200 new homes in March as well 30 hectares of employment land to provide new jobs
3.3	The 2011 MATS Study provided the transport evidence base for the Local Plan and assessed the impact of traffic growth resulting from its implementation. In addition, it proposed measures to improve the towns transport network for both current and future traffic demand. The current MATS builds upon this work and assesses potential improvement options to deliver future economic and housing growth
3.4	The MATS Strategic Outline Business Case (SOBC) was submitted in October 2020 and the Outline Business Case (OBC) was tabled at the Combined Authority Board in November 2021 along with approval for the next stage of the MATS project including Full Business Case (FBC) and Detailed Design. This paper also outlined within its Other Significant Implications section that the Future High Street Fund (FHSF) scheme was reliant on the MATS Broad Street project undertaking detailed design and commencing construction.
3.5	In March 2022 it was approved to re-purpose £586,205 of the FHSF to undertake initial stages of the MATS Broad Street project. In October 2022 it was tabled that the Full Business Case process would be divided into phases to meet delivery deadlines of the MATS Broad Street scheme as well as approving the initial funding for FBC 2.
3.6	As part of the MATS study a package of minor schemes were approved for delivery in September 2020 which included nine schemes of which most are complete.
3.7	In October 2022, the Combined Authority Board approved the commencement of the Walking and Cycling (Active Travel) Strategy. Phase 1 – includes 7 locations only requiring minimal work, i.e., road markings and non-illuminated signage. The phase 1 schemes total cost for this stage includes implementation (construction) to deliver the phase 1 schemes "on the ground". Phase 2(a) – includes 10 locations where the project scope only has one option for design, but requires further site surveys and intrusive investigations, 3rd party approvals and additional detailed design. The phase 2a schemes require investigation and further design work following an initial assessment of a solution. The costs at this stage are for design development only. Once each scheme has been designed an estimate of construction cost will be prepared. Additional funding will be required to implement the phase 2a schemes "on the ground". Phase 2(b) – includes the remaining 11 locations, where there are multiple options applicable requiring further surveys, 3rd party approvals and additional design. The phase 2b schemes require option development, investigation and design work to develop a solution. The costs at this stage are for design development only. Once each scheme in the phase has been designed an estimate of construction cost will be prepared. Additional funding will be required to implement the phase 2b schemes "on the ground". Currently, the majority of Phase 1 is complete and Phase 2a are continuing and phase 2b commenced.

3.8	In January 2023 FBC1 was approved as well as the drawdown of £4,149,825 for the construction of MATS Broad Street. MATs Broad Street construction is progressing well in conjunction with the Future High Street Fund. Photos are shown below:
3.9	FBC 2 is progressing well though a number of variations have resulted in a spend of the risk pot and the key drivers are engagement with landowners and statutory bodies including the Internal Drainage Boards (IDB) and Lead Local Flood Authorities (LLFA), requiring design changes, planning related variations and RSA driven design modifications. We are halfway through FBC2 but there are still uncertainties that need to be accounted for with contingency, therefore it is proposed to allot the £85,000 underspend from FB1 to the remaining risk pot to cover these uncertainties allowing mitigation against uncertainty over the next period. The risk pot will only be spent if these uncertainties materialise and the CPCA and CCC will work collaboratively to reduce the spend.
3.10	MATS walking and cycling budget currently is set at £507,272. The forecasted project spend currently is £382,359 therefore there is a planned underspend of £124,913. It is proposed to reallocate the underspend for an additional phase or work, made up of the schemes below: 1. Lambs Drove (Upgrade informal NMU route, look at provisions for surfacing and lighting) – Feasibility Study (further detail on land is being established - therefore item subject to further confirmation). 2. Creek Road (Connection of existing footways on either side of level crossing) – Feasibility Study/Preliminary Design. 3. Wayfinding Map x 2 (Station & Town Centre) – Delivery 4. Gaul Road (Provide new controlled crossing facility to recreation ground) – Feasibility Study/Preliminary Design.

4. Appendices	
4.1	N/A

5. Implications	
Financial Implications	
5.1	Approve the reallocation of £87,000 underspend from Full Business Case 1 to Full Business Case 2 and approve the underspend of £124,913 from the March Walking and Cycling to complete further activities for Walking and Cycling in March.
Legal Implications	
6.1	No significant legal implications at this stage.
Public Health Implications	
7.1	The MATS has a positive implication for public health. The scheme will deliver significant transport user, air quality, and accident benefits. The MATS Broad Street Scheme in particular will improve air quality by significantly reducing queues and idling traffic along Broad Street through the removal of the traffic signal-controlled junction. The MATS Broad Street Scheme will reduce road space allocated to vehicles and provide an additional uncontrolled crossing on Broad Street, which will improve pedestrian accessibility aiming to improve sustainable modes of travel in the town centre promoting active travel and improving quality of life
Environmental & Climate Change Implications	
8.1	The MATS has a positive implication for the environment and climate change. The scheme will deliver significant noise, greenhouse gas and air quality benefits. Though the MATS Broad Street Scheme will have a Slight Adverse (Negative) Effect on March's biodiversity and water environment unless appropriate management and mitigation measures are taken.
Other Significant Implications	
9.1	N/A
Background Papers	
10.1	Transport and Infrastructure Committee report 18th January 2023

Transport & Infrastructure Committee	Agenda Item 10
15 November 2023	

Title:	Wisbech Rail (also known as March to Wisbech Modal Appraisal)
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:	
A	To note the development in relation to the Wisbech Rail project.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
X	Achieving good growth – Wisbech Rail aims to facilitate growth within both March and Wisbech
X	Increased connectivity – Wisbech Rail will increase the connectivity between March and Wisbech

1. Purpose

1.1	To give an update about the Wisbech Rail project following a request by Transport and Infrastructure Committee members.

2. Proposal

2.1	To note progress on the project and offer feedback on the Wisbech Rail project.

3. Background	
3.1	**Background** The railway from March to Wisbech was opened by the Eastern Counties Railway in 1847 and became part of the Great Eastern Railway in 1862. Originally built as a double track railway to serve the Port of Wisbech, it was later extended to Watlington Junction on the Ely to King's Lynn route. The line from March to Wisbech; the Wisbech Goods Branch, Engineer's Line Reference (ELR) WIG, runs from March East Junction at 85 miles 78 chains to the nominal end of the line at 93 miles 49 chains at Wisbech. Passenger service ceased in 1968. The track has been substantially removed beyond Weasenham Lane level crossing at 93 miles 15 chains. The remaining rail corridor remains in Network Rail Ownership.
3.2	The line was constructed as a twin track railway but was single lined in 1972. From 1972 to 2000 it was used for freight only operations as far as the Metal Box and Purina sites, located south of Wisbech. The March end of the line continues to be used to access Whitemoor Yard in conjunction with the chord line from March West Junction and to support shunting movements, but only as far as 86 miles 18 chains.
3.3	The line was operated on the "One Train" principle with a Train Staff (OTS), and therefore facilitated only one train operating on the line at any one time. Since 2000, the line has been officially described in the Network Rail Sectional Appendix as "Out of Use" (temporarily), from 86 miles 18 chains to Wisbech". The line has not been formally closed, nor has it been subject to Network Change, taking it out of the existing National Rail railway network.
3.4	**Work completed to date** CPCA commissioned Mott Macdonald to investigate options to introduce a transport link between March and Wisbech. The work undertaken by Mott MacDonald began in 2015, and a significant number of documents were produced to inform the development of the proposed transport link. Key documents were updated and re-issued in 2020. In 2021/20222:• Network Rail Design Delivery undertook a feasibility review of proposals developed by Mott MacDonald on behalf of CPCA. The review was informed by 9 key documents and other supporting information. Network Rail's Light Rail Knowledge team considered the options for adopting suitable light rail technology and operational solutions. This was done without a constraint of complying with current national rail design and operating standards – other than at any interface with the current rail network. In response to a request from CPCA, Network Rail's Eastern Region Development Group produced a report capturing Network Rail's view on the Wisbech Rail GRIP 3 documentation. The report broadly covered four areas which identified gaps in existing documentation and provided a list of recommendations/requirements to address them: • Business Case review • PACE / GRIP review including PM review of documentation • Engineering review • Light Rail feasibility
3.5	**Scope of current work.** In line with previous TIC representations, CPCA has engaged Network Rail to undertake an Options Assessment Report to consider all on-rail modal options.
3.6	Network Rail are considering opportunities to introduce a shuttle passenger service between March and Wisbech in Cambridgeshire to improve transport connectivity and access to the commuting markets nearby to support job opportunities and the economic regeneration of the region. The objective of these enhancements is to facilitate the following project outputs:

	A balanced modal appraisal of all rail options to facilitate a passenger service between March and Wisbech based on a shuttle service. Transport options considered to include: • conventional rail • tram-train • light rail • very light rail
3.7	Network Rail's Engineering Services team are working with Network Rail's Light Rail Team to identify the proposed infrastructure enhancements required. The output of this is a Strategic Option Appraisal Report.
3.8	The Strategic Option Appraisal Report will inform the development by Network Rail's Sponsorship team of a Strategic Outline Business Case (SOBC) including cost and economic analysis for the provision of a passenger service between March and Wisbech in Cambridgeshire.
3.9	**Progress to date** The first phase is the Strategic Option Appraisal Report by Network Rail's Engineering Services and Light Rail Knowledge team.
3.10	Four options are being considered based on a minimum credible infrastructure solution approach with the intention of developing enhanced infrastructure requirements that can be developed when a decision on further funding is agreed. By considering only core requirements, the minimum credible infrastructure solution for each solution can be set as a baseline, with non-core requirements noted. This approach sets a lower bound Capital Expenditure (CAPEX) balanced with Operational Expenditure (OPEX). Assuming further funding is agreed relevant identified 'non-core' elements can then be developed further.
3.11	Four core options are considered in this report: • Option 1: Provision of a heavy (conventional) rail transport link • Option 2: Provision of a tram train (hybrid heavy/light rail) transport system (with sub-options relating to connectivity with existing local system) • Option 3: Provision of a tram (light rail) transport system • Option 4: Provision of a very light rail (VLR) transport system
3.12	These are being considered cognisant of stakeholder aspirations that include uninterrupted connectivity to the wider mainline rail network and integration with local infrastructure. These stakeholder aspirations are set in the context of local environmental characteristics and the impacts of any solution. Other significant considerations are interfaces between rail and highway corridors, rolling stock and future maintenance and operation.
3.13	This Strategic Option Appraisal report will include several drawings to visually represent the current existing landscape and each mode of transport considered. Schedules of Quantities will also be provided to support cost planning.
3.14	The report framework has been created and existing information is being reviewed for applicability and potential referencing. Access to additional information has been provided by Fenland District Council representatives. The core reference drawing has been substantially completed and is attached to this update (see Appendix). The drawing is in draft. It is intended to provide a visual representation of the scheme area and the majority of the main points of interest along the potential rail corridor.
3.15	In early June, a combined site visit was undertaken. This has allowed Network Rail to see the corridor first-hand, the station interface at March and associated structures along the route. Points of interest have been highlighted and the site visit facilitated informed discussion on site. Representatives from the sponsorship, light rail team and engineering services attended. Points of note identified include: • Interaction with March station and potential termination, connection and stabling facilities.

	• Norwood Road bridge: This rail overbridge (road over rail) is located just outside of the curve to the north of March station. It is a bi-directional single carriageway currently restricted to single lane working (traffic controlled). The approaches are at a steep incline and options will be constrained by its location and the approaches. The interface with the proposed rail modal types will need to be considered further. • Level crossings: Interfaces between a new/re-established rail corridor and the local road network (adopted and local farm access) are numerous. Engineering Services level crossing team working with the Light Rail and Knowledge team are considering these interfaces and their usage and need in any future scheme • Chain Bridge and Level Crossing: A substantial river crossing and adjacent level crossing. Busy local road • Wisbech Bypass Level Crossing: Busy highway interface • Weasenham Lane Level Crossing: Busy highway interface and adjacent to numerous heavy/haulage traffic. Both Wisbech Bypass and Weasenham Lane level crossings are near/adjacent to a potential employment zone identified by the local authority. • Wisbech: Traffic weight restrictions on highway network influences/dictates traffic flow to level crossings in the vicinity. • Integrity of support structures: In terms of collision protection, this will need to be considered including from derailed rolling stock and from errant road vehicles using the highway network. • Bridge and culverts: All identified overline and underline structures including culverts will require assessment as part of the reinstatement of the line, with the potential for extensive strengthening/reconstruction work. • Under bridges are assumed to have been designed for heavy rail rolling stock (both in service and rail mounted maintenance vehicles). This capacity will need to be assessed. It is anticipated that all underline structures will require remedial works (including strengthening) and increased/renewed maintenance to bring them into operational use.
3.16	Information has been obtained from a number of Network Rail sources and databases including GeoRINM, various structures databases and environmental mapping sources. This is in ongoing.
3.17	Only core information is given in the Strategic Option Appraisal report interlaced with elements of the scheme plans.
3.18	The outputs from this Strategic Option Appraisal Report is intended to inform the sponsorship team's overarching report.
3.19	The final Network Rail report will encompass a balanced modal appraisal of all rail options based on identified stakeholder aspirations, cost planning and economic considerations together with benefits and differences identified for each option.
3.20	The final report delivered by the Network Rail Sponsor will include: • The outputs from Strategic Option Appraisal Report • Cost planning and economic analysis for each modal option
3.21	The final report is due to be shared with CPCA by 31 March, 2024.
3.22	Engagement has taken place between CPCA, Fenland District Council and Network Rail.
3.23	**Alternatives to rail** CPCA are exploring comparator options, such as autonomous vehicles, that could provide an innovative and potentially low-cost alternative to rail-guided solutions between Wisbech and March. These could possibly offer a quicker, cheaper and a better service than other transport solutions. Moreover, there is significant potential for extending such options beyond the March to Wisbech corridor, to provide rural connectivity to other Fenland towns and cities, as well as a green solution for cities such as Ely, Peterborough and Cambridge, which would be a major step forward for rural and intra city connectivity.

4. Appendices	
4.1	Appendix A: March to Wisbech Modal Appraisal

5. Implications	
Financial Implications	
5.1	Funding for this study has been from DfT TCF pot. There is a further £5m of funding the MTFP for further development work in future years
Legal Implications	
6.1	There are no legal implications at this stage.
Public Health Implications	
7.1	N/A.
Environmental & Climate Change Implications	
8.1	The construction of a sustainable transport link between Wisbech and March would decrease the carbon emissions of this movement. During the development of this project further consideration should and will be given to the quantity of embedded carbon used to construct the scheme, alongside the mitigation of any environmental disbenefits.
Other Significant Implications	
9.1	N/A.
Background Papers	
10.1	Wisbech – March Rail drawing (October 2023) Wisbech March drawing.pdf

March to Wisbech Modal Appraisal: CPCA Transport Infrastructure Committee update

Prepared by: Network Rail for Cambridge and Peterborough Combined Authority

Date: 20 October 2023

1. Background:

Network Rail are considering opportunities to introduce a shuttle passenger service between March and Wisbech in Cambridgeshire to improve transport connectivity and access to the commuting markets nearby to support job opportunities and the economic regeneration of the region. The objective of these enhancements is to facilitate the following project outputs:

- A balanced modal appraisal of all rail options to facilitate a passenger service between March and Wisbech based on a shuttle service
- Transport options considered to include conventional rail, Tram-Train, light rail and very light rail

Network Rail's Engineering Services team are working with Network Rail's Light Rail Team to identify the proposed infrastructure enhancements required. The output of this is a Strategic Option Appraisal Report.

The Strategic Option Appraisal Report will inform the development by Network Rail's Sponsorship team of a Strategic Outline Business Case (SOBC) including cost and economic analysis for the provision of a passenger service between March and Wisbech in Cambridgeshire.

This work is commissioned by Cambridgeshire and Peterborough Combined Authority.

2. Progress to date:

2.1 Strategic Option Appraisal Report by Network Rail's Engineering Services and Light Rail Knowledge team:

Four options are being considered based on a minimum credible infrastructure solution approach with the intention of developing enhanced infrastructure requirements that can be developed when a decision on further funding is agreed. By considering only core requirements, the minimum credible infrastructure solution for each solution can be set as a baseline, with non-core requirements noted. This approach sets a lower bound Capital Expenditure (CAPEX) balanced with Operational Expenditure (OPEX). Assuming further funding is agreed relevant identified 'non-core' elements can then be developed further.

Four core options are considered in this report:

Option 1: Provision of a heavy (conventional) rail transport link

Option 2: Provision of a tram train (hybrid heavy/light rail) transport system (with sub-options relating to connectivity with existing local system)

Option 3: Provision of a tram (light rail) transport system

Option 4: Provision of a very light rail (VLR) transport system

These are being considered cognisant of stakeholder aspirations that include uninterrupted connectivity to the wider mainline rail network and integration with local infrastructure. These stakeholder aspirations are set in the context of local environmental characteristics and the impacts of any solution. Other significant considerations are interfaces between rail and highway corridors, rolling stock and future maintenance and operation.

This Strategic Option Appraisal report includes a number of drawings to visually represent the current existing landscape and each mode of transport considered. Schedules of Quantities will also be provided to support cost planning.

The report framework has been created and existing information is being reviewed for applicability and potential referencing. Access to additional information has been provided by Fenland District Council representatives. The core reference drawing has been substantially completed and is attached to this update. The drawing is in draft. It is intended to provide a visual representation of the scheme area and the majority of the main points of interest along the potential rail corridor.

In early June, a combined site visit was undertaken. This has allowed us to see the corridor first-hand, the station interface at March and associated structures along the route. Points of interest have been highlighted and the site visit facilitated informed discussion on site. Representatives from the sponsorship, light rail team and engineering services attended. Points of note identified include:

- Interaction with March station and potential termination, connection and stabling facilities.
- Norwood Road bridge: This rail overbridge (road over rail) is located just outside of the curve to the north of March station. It is a bi-directional single carriageway currently restricted to single lane working (traffic controlled). The approaches are at a steep incline and options will be constrained by its location and the approaches. The interface with the proposed rail modal types will need to be considered further.
- Level crossings: Interfaces between a new/re-established rail corridor and the local road network (adopted and local farm access) are numerous. Engineering Services level crossing team working with the Light Rail and Knowledge team are considering these interfaces and their usage and need in any future scheme
- Chain Bridge and Level Crossing: A substantial river crossing and adjacent level crossing. Busy local road
- Wisbech Bypass Level Crossing: Busy highway interface
- Weasenham Lane Level Crossing: Busy highway interface and adjacent to numerous heavy/haulage traffic. Both Wisbech Bypass and Weasenham Lane level crossings are near/adjacent to a potential employment zone identified by the local authority.
- Wisbech: Traffic weight restrictions on highway network influences/dictates traffic flow to level crossings in the vicinity.

- Integrity of support structures: In terms of collision protection, this will need to be considered including from derailed rolling stock and from errant road vehicles using the highway network.
- Bridge and culverts: All identified overline and underline structures including culverts will require assessment as part of the reinstatement of the line, with the potential for extensive strengthening/reconstruction work.
- Under bridges are assumed to have been designed for heavy rail rolling stock (both in service and rail mounted maintenance vehicles). This capacity will need to be assessed. It is anticipated that all underline structures will require remedial works (including strengthening) and increased/renewed maintenance to bring them into operational use.

Information has been obtained from a number of Network Rail sources and databases including GeoRINM, various structures databases and environmental mapping sources. This is in ongoing.

Only core information is given in the Strategic Option Appraisal report interlaced with elements of the scheme plans.

The outputs from this Strategic Option Appraisal Report is intended to inform the sponsorship team's overarching report.

2.2 Final report

The final report will encompass a balanced modal appraisal of all rail options based on identified stakeholder aspirations, cost planning and economic considerations together with benefits and differences identified for each option.

The final report delivered by the Network Rail Sponsor will include:

- The outputs from Strategic Option Appraisal Report;
- Cost planning and economic analysis for each modal option

Transport & Infrastructure

15 November 2023

Agenda Item **11**

Title:	Budget and Performance Report
Report of:	Tim Greenwood, Finance Manager
Lead Member:	Councillor Anna Smith, Chair of the Transport & Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required.

Recommendations:	
A	Note the financial position of the Transport Division for the financial year 23/24 to September 2023
B	Review and comment on the current Transport budgets within the Combined Authority's Medium-Term Financial Plan and Capital Programme.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
x	Achieving ambitious skills and employment opportunities
x	Achieving good growth
x	Achieving best value and high performance

1. Purpose

1.1	To provide an update of the financial position for 2023/24 and to provide analysis against the 2023/24 budgets, up to the period ending September 2023.

2. Background

2.1	At the last meeting, the Committee was provided with an analysis of the 2023/24 performance against budget to June 2023. This report provides an update covering up to September 2023.

3. Revenue Income and Expenditure

3.1 A breakdown of the Transport income for the period to 30 September 2023 is set out in Table 1 below.

Table 1

Transport Income	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
Highways Maintenance and Pothole Fund	-27,343	-27,695	352	-27,695	-27,695	0	-
Public Transport - Bus Service Operators Grant (BSOG) CCC	-	-	-	-411	-409	2	-
Transport Levy	-6,748	-	-6748	-13,494	-13,494	-	-
Total Transport Income	**-34,091**	**-27,695**	**-6,396**	**-41,600**	**-41,598**	**2**	**0**

3.2 The income received in the year is £31m. The variance compared to budget to date is due to timing difference.

3.3 The forecast outturn is in line with the expected budget

3.4 A breakdown of the Transport Revenue Expenditure for the period to 30 September 2023 is set out in Table 2 below.

Table 2

Transport Revenue Expenditure	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
"Lifebelt" city portrait to inform Cambridge's sustainable & inclusive growth & recovery	40	40	0	40	40	0	-
Active Travel 4	0	0	0	176	176	0	-
Bus Reform Programme	320	255	65	517	517	0	-
Development of Bus Franchising	20	300	-280	900	900	0	-
Public Transport - Bus Service Operators Grant (BSOG) CCC	0	0	0	411	411	0	-
Public Transport - Bus Services CCC	2,336	1,862	474	5,597	6,367	770	-
Public Transport - Bus Services PCC	402	826	-424	1,275	730	-545	-
Public Transport - Community Transport CCC	148	118	30	247	292	45	-
Public Transport - Concessionary Fares CCC	2,212	3,054	-842	6,204	4,950	-1,254	-
Public Transport - Concessionary Fares PCC	1,312	1,385	-73	2,711	2,390	-321	-
Public Transport - Contact Centre CCC	64	165	-101	197	84	-113	-
Public Transport - Contact Centre PCC	63	30	33	95	69	-26	-
Public Transport - Overheads PCC	63	243	-180	572	572	0	-
Public Transport - RTPI, Infrastructure & Information CCC	221	185	36	325	325	0	-
Public Transport - RTPI, Infrastructure & Information PCC	48	0	48	0	0	0	-
Public Transport - Supported bus costs s106 CCC	196	0	196	0	0	0	-
Public Transport - Team and Overheads CCC	0	0	0	0	0	0	-
Total Transport Revenue Expenditure	**7,445**	**8,463**	**-1,018**	**19,267**	**17,823**	**-1,444**	**-**

3.5 Expenditure to date is £1.0m lower that budget to date.

	Concessionary fares (£0.9m) mainly due to passenger numbers not returning to pre covid levels, expected to underspend at year end.
3.6	Forecast outturn shows an underspend to budget for the year of £1.4m. The variance is mainly due to an estimated reduction in the cost of concessionary fares. This underspend will be held within the transport levy reserve and taken into account when setting the levy for future years.

4. Capital Expenditure

4.1 A breakdown of the Transport Capital Expenditure for the period to 30 September 2023 is set out in Table 3 below.

Transport Capital Expenditure	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
A10 Upgrade Capital	304	1,493	-1,189	3,577	3,117	-460	460
A1260 Nene Parkway J15	1,592	1,438	154	1,628	1,628	0	-
A1260 Nene Parkway Junction 32-3	1,264	3,481	-2,217	9,492	9,492	0	-
A141 SOBC	444	1,777	-1,333	7,001	7,001	0	-
A16 Norwood Dualling	24	595	-571	2,421	2421	0	-
A505 Corridor	2	0	2	135	135	0	-
A603 Barton Road	0	0	0	400	400	0	-
Active Travel 4	0	0	0	3,720	3,720	0	-
Addenbrookes Roundabout	0	0	0	200	200	0	-
Brook Crossing - Sutton	0	0	0	225	225	0	-
Centre For Green Technology	0	0	0	2,500	2,500	0	-
Countywide Speed Reduction	0	0	0	800	800	0	-
East Park Street Crossings	0	0	0	260	260	0	-
Ely Area Capacity Enhancements	0	0	0	124	124	0	-
Fengate Access Phase 1	844	3,504	-2,660	7,563	7,563	0	-
Fletton Quays Footbridge	0	194	-194	1,407	465	-942	942
Highways Maintenance and Pothole Fund	27,557	27,557	0	27,557	27,557	0	-
March junction improvements	479	802	-323	5,573	5,573	0	-
Northstow P&R Link	0	0	0	500	500	0	-
Peterborough Green Wheel	209	243	-34	631	631	0	-
School Streets	0	0	0	10	10	0	-
Smaller Road Safety Measures	0	0	0	100	100	0	-
Snailwell Loop	0	60	-60	150	150	0	-
Soham Station	0	61	-61	153	153	0	-
Thorpe Wood Cycle Way	0	0	0	625	625	0	-
University Access - Fengate Phase 2	542	582	-40	821	821	0	-
Wisbech Access Strategy	16	0	16	523	523	0	-
Wisbech Rail	0	0	0	310	310	0	-
ZEBRA (buses)	6,258	3,264	2,994	6,258	6,258	0	-
Total Transport Capital Expenditure	**39,535**	**45,051**	**-5,516**	**84,665**	**83,263**	**-1,402**	**1,402**

4.2 Expenditure to date is significantly lower than budget, showing a variance of £5.5m. This is mainly due to billing issues, some second quarter invoices have yet to be received.

4.3	Forecast outturn shows an underspend against budget of £1.4m. This is due to delays in 2 schemes, the A10 and Flettons Quays Footbridge, which are expected to slip into 2024/25.

5. Development of the Medium-Term Financial Plan

5.1	As was reported to the Committee at their last meeting the Combined Authority has been 're-costing' it's Medium-Term Financial Plan (MTFP) as part of the annual budget setting cycle. The re-costing exercise is to update the costs of existing commitments within the Combined Authority's services and programmes to reflect changes since the budget was last set in January 2023 – this allows Committees to review the current view of their portfolios for the next 4 years and enables the Combined Authority to review what, if any, headroom is available for new proposals. The table included in Appendix 1 include the results of this work, as it relates to the Transport and Infrastructure Committee.
5.2	The November Combined Authority Board will be presented with a draft Corporate Plan, incorporating the re-costed MTFP. There is potential for additional proposals to be included into the draft MTFP at this stage and Officers are working with the Combined Authority Board, which includes the Chairs of committees, to establish proposals for inclusion in the draft MTFP ahead of the consultation in December.

6. Appendices

6.1	Appendix 1 – Current budget and MTFP

7. Implications

Financial Implications	
7.1	There are no financial implications other than those included in the main body of the report.
Legal Implications	
8.1	The Combined Authority is required to prepare a balanced budget in accordance with statutory requirements.
Public Health Implications	
9.1	N/A
Environmental & Climate Change Implications	
10.1	N/A
Other Significant Implications	
11.1	N/A
Background Papers	
12.1	None

Appendix 1 - Transport and Infrastructure Committee Budget and MTFP

The table below sets out the budgets within the Transport and Infrastructure Committee's remit based on the Medium-Term Financial Plan approved in January 2023 and updated for subsequent Committee, Board and Officer decisions.
All figures are in thousands of pounds (£'000)

Rev/Cap	Programme	2023/24	2024/25	2025/26	2026/27	2027/28
Capital	A10 Dualling	3,116	460	-	-	-
Capital	A1260 Nene Parkway Junction 15	1,628	-	-	-	-
Capital	A1260 Nene Parkway Junction 32-3	9,492	-	-	-	-
Capital	A141 & St Ives	7,001	-	-	-	-
Capital	A16 Norwood Dualling	1,221	-	-	-	-
Capital	A505 Corridor	135	-	-	-	-
Capital	A603 Barton Road	400	-	-	-	-
Capital	Active Travel 4	3,720	-	-	-	-
Capital	Active Travel Funding (cap)	1,500	1,779	850	-	-
Capital	Addenbrookes Roundabout	200	-	-	-	-
Capital	Brook Crossing - Sutton	225	-	-	-	-
Capital	Carlyle Road Crossing	225	-	-	-	-
Capital	Centre for Green Technology	2,500	-	-	-	-
Capital	County-wide speed reduction	800	-	-	-	-
Capital	Digital Connectivity Infrastructure Programme	1,719	1,500	-	-	-
Capital	East Park Street Crossings	260	-	-	-	-
Capital	Ely Area Capacity Enhancements	124	-	-	-	-
Capital	Fengate Access Studies Phase 1	7,531	-	-	-	-
Capital	Fengate Access Studies Phase 2 (University Access)	468	230	-	-	-
Capital	Fengate Access Study - Eastern Industries Access - Phase 1	32	-	-	-	-
Capital	Fengate Access Study - Eastern Industries Access - Phase 2	373	-	-	-	-
Capital	Fletton Quays Footbridge	465	2,963	-	-	-
Capital	Highways Maintenance and Pothole funding (with PCC and CCC)	27,695	27,695	27,695	27,695	27,695
Capital	LEVI	5,437	-	-	-	-
Capital	March Junction Improvements	5,573	-	-	-	-
Capital	Northstow P&R Link	500	-	-	-	-

Capital	Peterborough Green Wheel	631	-	-	-	-
Capital	Peterborough Station Quarter	680	47,170	-	-	-
Capital	Regeneration of Fenland Railway Stations	267	-	-	-	-
Capital	School Streets	10	-	-	-	-
Capital	Smaller Road Safety Measures	100	-	-	-	-
Capital	Snailwell Loop	500	-	-	-	-
Capital	Soham Station	153	-	-	-	-
Capital	Thorpe Wood Cycle Way	625	-	-	-	-
Capital	Transport Modelling	1,204	215	215	-	-
Capital	Wisbech Access Strategy	523	-	-	-	-
Capital	Wisbech Rail	5,390	-	-	-	-
Capital	ZEBRA	6,258	-	-	-	-
Capital Total		**98,683**	**82,012**	**28,760**	**27,695**	**27,695**
Revenue	Active Travel 4	176	-	-	-	-
Revenue	Active Travel Capability Funding	617	-	-	-	-
Revenue	Active Travel Funding (rev)	33	-	-	-	-
Revenue	LEVI	492	-	-	-	-
Revenue	Living Streets Walk to School	12	-	-	-	-
Revenue	Love to Ride	55	-	-	-	-
Revenue	Civil Parking Enforcement	150				
Revenue	Bus Review Implementation	517	-	-	-	-
Revenue	Contribution to Passenger Transport services from Mayoral budget	- 3,624	- 3,691	- 3,760	- 3,835	- 3,912
Revenue	Development of Bus Franchising	900	-	-	-	-
Revenue	Public Transport: Bus Service Operator Grant	411	411	411	411	411
Revenue	Public Transport: Concessionary fares	8,915	9,806	10,002	10,202	10,406
Revenue	Public Transport: Contact Centre	292	306	312	318	324
Revenue	Public Transport: RTPI, Infrastructure & Information	325	332	339	345	352
Revenue	Public Transport: Supported Bus Services	7,015	7,705	7,859	8,016	8,176
Revenue	Public Transport: Team and Overheads	572	584	595	607	607
Revenue	Demand Responsive Travel pilot	300				
Revenue	Bus Reform Consultation	150				
Revenue Total		**17,308**	**15,452**	**15,758**	**16,065**	**16,366**
Grand Total		**115,990**	**97,464**	**44,518**	**43,760**	**44,061**

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE AGENDA PLAN

Notes

Committee dates shown in bold are confirmed.
Committee dates shown in italics are TBC.

The definition of a key decision is set out in the Combined Authorities Constitution in Chapter 6 – Transparency Rules, Forward Plan and Key Decisions, Point 11
http://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Constitution-.pdf

* indicates items expected to be recommended for determination by Combined Authority Board
\+ indicates items expected to be confidential, which would exclude the press and public.

The agenda dispatch date is five clear working days before the meeting.

Standing items are shaded blue and are considered at every Committee meeting:

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
14/06/23	Minutes of previous meeting		Jo Morley	No	n/a	06.06.23
	Public Questions (if received)		Jo Morley	No	n/a	
	Director's Highlight Report		Steve Cox	No	n/a	
	E-scooters	Update on DfT licensing legislation and future procurement	Tim Bellamy Interim Head of Transport	No		
	Active Travel Update	Update on recent bid outcomes and next steps	Tim Bellamy Interim Head of Transport	Yes		
	Regional Transport Model	Update on Regional Transport Model and approval of spend by Peterborough City Council	Tim Bellamy Interim Head of Transport	Yes	KD2023/016	
	TIC Agenda Plan		Jo Morley	N/A		
12/07/23	Minutes of previous meeting and Action Log		Jo Morley	N/A		**04.07.23**
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	No		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Strategic Road Network Initial Report Consultation	To approve CPCA response to Government consultation on National Highways' Strategic Road Network initial report which includes future priorities for the next road period – Roads Investment Strategy 3	Robert Jones	No	Key Decision KD2023/025	
	ITSO Approved Support Contracts for ENCTS	To request delegation to the Interim Head of Transport to procure support services essential to the running of the local, statutory English National Concessionary Travel Scheme for a period of 4 years from 1st April 2024, through existing Local Authority Frameworks.	Tim Bellamy	Yes	Key Decision KD2023/027	
	TIC Agenda Plan		Jo Morley	N/A		
13/09/23	Minutes of previous meeting and Action Log		Jo Morley	N/A		**05.09.23**
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Electric Vehicles	Note progress and way forward on Electric Vehicles and LEVI funding	Emma White	Yes		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Connecting Cambridgeshire Progress Report	To note progress on the programme delivery	Ceren Clulow (County)	No		
	Bus Network Review	To present the initial findings of the Bus Network Review and consider approval to continue tendered bus services which are providing good value for money.	Tim Bellamy	Yes	KD2023/039	
	Bus Reform Outline Business Case	To present the Outline Business Case for Bus Reform in Cambridgeshire and Peterborough.	Tim Bellamy		KD2023/026	
	Peterborough Bus Depot	To present an update on joint proposals with PCC for funding secured to provide a bus depot in Peterborough	Steve Cox Tim Bellamy	Yes		
	ITSO Approved Support Contracts for ENCTS	To recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport to approve procurement, award and enter into contract(s) for HOPS and Smartcard Services	Steve Cox Tim Bellamy	Yes	KD2023/027	
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
15/11/23	Minutes of previous meeting and Action Log		Jo Morley	N/A		**07.11.23**
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Local Transport and Connectivity Plan	To recommend to the Combined Authority Board to approve the transport strategy as contained within the Local Transport and Connectivity Plan ahead of submission to Governement	Tim Bellamy Steve Cox	Yes	tbc	
	Bus Update	To receive an update covering the network review, bus reform and potential ZEBRA	Neal Byers Tim Bellamy Steve Cox	Yes	KD2023/046	
	Future Funding for BP Roundabout NMU	To receive an update on the project including key milestones and drawdown funding to support the next stage.	Robert Jones Tim Bellamy Steve Cox			
	March Area Transport Study	To approve a change request on the March Area Transport Study	Emma White Tim Bellamy Steve Cox			
	Wisbech Rail	To receive an update on the Wisbech Rail project	Matthew Lutz Tim Bellamy Steve Cox			

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Air Quality	To receive an update on the work undertaken by the Combined Authority and constituent Councils on the development and submission of the air quality grant scheme 2023/24	Yo Higton Tim Bellamy Steve Cox			
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		
17/01/24	Minutes of previous meeting and Action Log		Jo Morley	N/A		**09.01.24**
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
13/03/24	Minutes of previous meeting and Action Log		Jo Morley	N/A		**05.03.24**
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		
19/06/24	Minutes of previous meeting and Action Log		Jo Morley	N/A		**11.06.24**
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	TIC Agenda Plan		Jo Morley	N/A		

Transport & Infrastructure Committee

14 June 2023

Agenda Item

14

Title:	DEFRA's Air Quality Bid
Report of:	Yo Higton, Active Travel Lead
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes – but with **exempt** appendices
Key Decision:	Yes
Voting Arrangements:	A simple majority of voting Members

Recommendations:	
A	Note the contents of the Defra Air Quality Grant bid
B	Recommend to the Combined Authority Board to approve the drawdown of Air Quality Grant funding subject to Defra approving the bid
C	Subject to Defra approving the bid, recommend to the Combined Authority Board to approve the delegation of authority to the Assistant Director - Transport to enter into a contract with sub-contractors named in the bid, subject to procurement, and in consultation with the Chief Financial Officer and Monitoring Officer.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
✓	Increased connectivity –By providing bike maintenance and free refurbished bikes to residents it will enable them to travel actively around Cambridge.
✓	Enabling resilient communities – the HomeRun App provides options on how to travel around Cambridge City thus allowing residents to have choices on how they travel.

1. Purpose

1.1 This paper seeks to provide an overview of the Defra Air Quality Grant (2023/24) bid submitted on 29th September 2023.

Although mentioned in the Director's Report in September, it was not possible to seek full approval with Members through the Transport and Infrastructure Committee and Combined Authority Board ahead of the bid submission, due to the limited timeframes imposed by DEFRA.

Recommendation b) and c) are included in preparation for a successful outcome of the bid and ensure optimal time to undertake the activities proposed in the bid within the 3 year delivery window stipulated in the bid.

2. Proposal

2.1	This paper provides an overview of the Defra Air Quality Grant (2023/24) and requests the drawdown of Air Quality Grant funding subject to Defra approving the bid.

3. Background

3.1	On 4th August, the Department for Environment, Food and Rural Affairs (DEFRA) advertised the Invitation To Apply for their 2023/24 Air Quality Grant Fund. Joint applications could bid for up to £1 million with 10% match funding required. Combined Authorities are automatically classed as a joint application. The grant objectives were to undertake measures to deliver air quality improvements and/or improve knowledge and information about air quality and steps individuals can take to reduce their exposure to air pollution. DEFRA stated that priority will be given to proposals that address increasing awareness to encourage behavioural change, measure that address disparities, improve public health and partnership working. Lot 1 focused on air quality improvements in nitrogen dioxide saturation levels. Lot 2 focused on particulate matter and improvement in knowledge about air pollution. Lot 1 also required applicants to have an Air Quality Management Area (AQMA).
3.2	The Combined Authority has 7 AQMA's, six of which are in Cambridgeshire and one in Peterborough. Peterborough's AQMA is relating to sulphur dioxide and therefore did not meet the criteria for the bid. Cambridge City's AQMA is the largest of the AQMAs in Cambridgeshire and will provide the greatest impact on air quality thus strengthening the bid. Therefore, Cambridge City was chosen to be the focus of the bid. Cambridge City's Air Quality Status Report (2021) states that the main source of nitrogen dioxide (NO_2) in Cambridge is from vehicle emissions. Therefore, to address the main source of air pollution and meet the bid criteria our objectives were set as: • Maintaining or reducing nitrogen oxide levels in the AQMA • Raise awareness of what causes air pollution and how to avoid it • Promote active travel
3.3	The project has been named the Air Care Project. It will focus on deprived neighborhoods in Cambridge City's Air Quality Management Area (AQMA). The aim of the project is to reduce school run single-family occupancy car journeys within Cambridge City by 10% over three years and thus reducing NO_2 emissions. A further aim is to raise awareness of air quality issues with health practitioners and provide residents from deprived backgrounds with options to choose active travel over using a car to access employment, education, and leisure activities. Ten state schools and eight independent schools will be encouraged to use the HomeRun app which provides options for reducing single occupancy journeys. The Air Quality Fund Grant will cover the 10 state schools in deprived areas and the 8 independent schools will self-fund their involvement. The grant will cover the use of the independent school's data and the ability to use the app to communicate with parents. Thus, targeting the top 18 schools in central Cambridge who contribute to air pollution on the school run. The project will also partner with Papworth Trust, a local charity who offer work and training opportunities for people with disabilities. Their project 'Owl Bikes' employs people with disabilities to refurbish bikes. The current Owl Bike project will be expanded using the Defra grant to enable more people to access free bike maintenance and/or receive a refurbished bike. Papworth Trust will employ a project officer to run the Air Care Project. Residents will be referred to the project via community organisations who support low-income families. These organisations will include homeless shelters, Citizens Advice Bureau, Job Centers, and food banks. Residents who have been referred can access the Owl Bikes resources from their shop which is located in central Cambridge or by visiting one of the three pop-up stalls that will be located in deprived neighborhoods weekly.

	To enable us to reach the most clinically vulnerable residents, we also intend to work with Primary Care Networks. Practitioners will be invited to half-yearly seminars to educate them on how they can advise patients on the best ways to avoid air pollution. They will also be provided with details on how to refer patients to Owl Bikes. A poster campaign will also be run in doctor surgeries and other promotional materials provided. The Air Care Project aligns with Cambridge City's Air Quality Action Plan by addressing the three key points of: • **Reducing local traffic emissions** as quickly as possible to meet national objectives. • **Maintaining levels of pollutants** below national objectives, including by using planning policies to **improve access to sustainable modes of transport**. • Improving public health, including by **educating people about the health impacts** of poor air quality and encouraging 'greener' lifestyles

4. Appendices

4.1	There are a number of documents that make up this bid. The main documents have been included as exempt appendices as follows: EXEMPT Appendix 1: Bid Document 4 - Deliverability EXEMPT Appendix 2: Bid Document 5 - Strategic Alignment EXEMPT Appendix 3: Bid document 6 - Delivering Air Quality Benefits and Social Value EXEMPT Appendix 4: Bid Document 7 - Value for Money EXEMPT Appendix 5: Bid document 8 - Monitoring

5. Implications

Financial Implications	
5.1	£351,122 was requested for the three-year project and £164,482 was put forward as match funding. The match funding was made up of Officer's time from the Combined Authority, Cambridgeshire County Council's Active Travel Team and Public Health Team and Cambridge City's Air Quality Team. Subject to Defra approval of the bid the Air Quality Grant is expected to be spent by March 2027.
Legal Implications	
6.1	Submission of an external bid will require the responsible budget holder to consult with the Chief Finance Officer to ensure that all aspects of funding have been carefully considered before submission for approval. The bid was approved for submission using the Chief Finance Officer's delegation on the 27 September 2023. Subject to confirmation of a successful bid the Combined Authority will appoint HomeRun and Papworth Trust in accordance with CPCA's Procurement Guidance Document and our Contract Procedure Rules. Both partners provide a unique offer in the Cambridge area and are believed to be good value for money based on their proven outputs in changing travel behaviour. A Subsidy Control Assessment will also to be undertaken to ensure compliance with the new Subsidy Control Act.
Public Health Implications	
7.1	The Air Care Project supports Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy by raising awareness of what causes air pollution, increasing understanding of how to avoid air pollution and promoting active travel.
Environmental & Climate Change Implications	
8.1	The aim of the Air Care Project is to reduce single-family occupancy car journeys in the 18 schools by 10%, thus having a positive impact on NO_2 emissions and congestion.

Other Significant Implications	Item 14
9.1	There is a significant implication on levelling up and social value in the Owl Bikes programme. Owl Bikes programme will maintain and refurbish bikes for residents on low income. During a pilot study the OWL Bikes team found that of the 143 individuals who accessed the project, 75% were totally reliant on their bicycle as their only mode of transport. Individuals explained that although their bicycles had seen better days, they could not physically afford for them to not be in working order. They could not afford public transport and it was their only way of accessing their local communities, getting to work and the shops. They felt that their bicycles were their lifeline, and it was of upmost importance that it is safe and working.
Background Papers	
10.1	Invitation to apply Air Quality Grant Scheme